YANKS IMPROVING BUT EUROPEANS WIN

September 28, 1971 WEST VOLUME VIII NUMBER 37 30¢

Cycle News

America's largest and most complete weekly motorcycle newspaper

The American hopes rested with CZ rider Brad Lackey of Nothern California. In the second moto, Lackey got the lead into turn one and held off some of Europe's best. Photo by Jim Brooks.

Triumphant in the 1st U.S. Grand Prix is Sylvain Geboers, Belgian Suzuki star. Photo by Jim Brooks.

By John Bethea

CARLSBAD, CAL., Sept. 19, 1971 — Bob Grossi was visably upset. "Jeez, I wish I could race in this one!" His eyes scanned the program which had broken down the purse; $1,800 for first overall. That's what he had won at Evel Knievel's biggie last spring. But Bob was hindred by a cast and he couldn't race; he wasn't the only one.

Many of the Europeans, notably Joel Robert and Roger DeCoster, had hoped to jump the Atlantic for a starting position on the line for the first United States Grand Prix Motocross here at Carlsbad Raceway, but contract agreements made early in the year were unbreakable. So, they and many more didn't show.

Those that did show, however, displayed all the tenacity of Dave Bickers' apparently surprising statement, "When I ride over here, I try harder. Over in Europe it's a big game, and it's a lot of fun." But today, Bickers indeed did try harder.

In the first moto, while Sylvain Geboers continually failed to find a way around the leading Torlief Hansen, Bickers was charging up through the ranks after a very poor start; so poor, in fact, that he was running 17th on lap three. He finished a creditable fifth, took a third in the second, and ended the day with a second to finish third overall.

"I'm getting too bloody old for this," he joked at the finish line while dousing himself with a cup of water. He'd said this often in the past but never really meant it. Today, the fatigue showed on the 17-year veteran, but he still wasn't really pushed as some of the fellows were, especially with the water hole a third of the way around the course.

(Please turn to page 6)

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

TUESDAY, SEPT. 21

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca 6 pm. $3 post, $1 gate. 213/862-0229.

WEDNESDAY, SEPT. 22

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. 213/793-1558.

ACA TT/ST, El Toro (Ca.) Spdwy, I-5 & El Toro Rd., $5 mail (9/20), $10 post. 7:30 pm. 714/774-3222.

THURSDAY, SEPT. 23

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

FRIDAY, SEPT. 24

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

TT, Ascot Park, Gardena, Ca. 8 pm. 213/323-9701.

AMATEUR ST, Westside Eagles. Stanislaus Co. Frgnds. Turlock, Ca. 8 pm. $2 ride/watch. Silencers. 209/537-6206.

SCRAMBLES, Fremont (Ca.) Rcwy, on Durham Rd off Nimitz Fwy. 7 pm. Silencers. 'C' trac. 415/322-1514.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Spedwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Cal Expo, Sacramento, Ca. 8:15 pm.

SATURDAY, SEPT. 25

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

MX, CMC Oregon. Goose Hollow, 20 mi. W. of Salem, Ore., on Hwy 22. $5 post, $1 extra bike. Box 845, Salem, OR 97308. 503/364-0461.

AMA NATIONAL CHAMPIONSHIP HALF-MILE, Cox, Trippe. Ascot Park, Gardena, Ca. 20 laps.

SRA EARLY BIRD HARE SCRAMBLES
Beat the Heat Home by noon
Novice start 8:00 am
Beginners start 8:10 am
Oct. 10 Two 22 mile loops
Finisher pins 20% Trophies
Limed 7 miles north of Adelanto on Hwy 395.
For Info (714) 735-4641, (213) 370-8234.

MX, Placerville. Limed from Hwy 50 & El Dorado Rd 5 mi W of Placerville, Ca. 10 am. 916/677-2689.

AMATEUR SHORT TRACK, North Bay. Chris Beck Arena, Santa Rosa, Ca. 6:30 pm. $2 ride/watch. Silencers. 707/546-3903, 544-8178.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. 'C' trac. 916/365-7753, 365-1709.

HRA MX, 395 Cycle Park, Adelanto, Ca. 7:30 pm. $5 entry, no gate. Camping. 714/246-6109. Silencers.

AMATEUR MX, Owyhee. Follow signs at end of Harrison Blvd., Boise Id. $5 post, $3 gate. Sign 9 am, race 1 pm. 208/344-7741, 343-5190.

SHORT TRACK, Monterey Bay Rams. Monterey (Ca.) Frgnds. Series.

HARE & HOUND, Firebirds. D-26 Championship. 19 mi SW of Eureka, Utah to Jericho. $5 mail (9/18) $10 post. 11 am.

TRANS-AMA MX, Owyhee. Follow signs at end of Harrison Blvd., Boise, Id. 1 pm. $8000 purse. Camping. 208/344-7741, 343-5190.

HRA SPORTSMAN ½-MILE, No. 9 395 Cycle Park, Adelanto Ca. 2 pm. $2.25 entry, $1.50 gate. Camping. 714/246-6109.

ACE MX, Indian Dunes, Valencia, Ca. Indian Dunes Championships. 9:30 am. 805/259-8000.

EUROPEAN SCRAMBLES, Hi-Desert Racing Assn. 5 mi. N of Adelanto, Ca. Limed from Hwys 395 & 15. $4 post. Sign 7 am, race 9. 714/247-7473 eves. 40% trophies.

MX, Oak Creek Ranch. 10 mi W of Mojave, Ca., on Tehachapi Willow Springs Rd. 10 am. $2 gate, $3 race. Cash to Srs.

RACES, Orange Cycle City Park, Orange, Texas. 2 pm. $2.50 entry. 713/745-1385.

SAT. & SUN., SEPT 25 & 26

CAR & BIKE SHOW, Devonshire Downs, Northridge, Ca. Info: Box 400, Maywood, CA 90270. 213/588-1934, 588-2551.

SUNDAY, SEPT. 26

SCRAMBLES, Stockton. San Joaquin Co. Frgnds, Stockton, Ca. 11 am. $2.50 ride/watch. Benefit.

YMSA DESERT MX, Adair Park limed 15 mi. E. of Yuma, Ariz., on Hwy 95, 9:30 am. $4 post. 602/726-0532, 782-1310.

AMA NATIONAL CHAMPIONSHIP ENDURO, Meteor. 150 miles. 1124 Kaighn Ave., Camden, N.J. 08103.

MX, Cal-Am. Cal-Am Rcwy, exit off I-80 W. of Sacramento at Harbor Blvd., N. to Hwy 16, left 3 mi. to track. $4 entry. 11 am. 1325 15th ST., Room B, Sacramento, CA 95814. 916/446-5059.

PNTA TRIALS, Pendleton, Ore. Box 131, Weston, OR 97886.

MX, EBRA. Ensenada, B.C., Mexico. 11 am. No card needed. Prac. Sat. $3 mail. Box 731, Ensenada, B.C. Mexico. Tele. i-32-37.

MX, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

CMC MX, CArlsbad (Ca.) Rcwy. $5 mail (9/21), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

ACA ROAD RACE, Carlsbad (Ca.) Rcwy. $8 mail, $1 per extra bike (9/24), $15 + $2.50 gate post. 10:30 am. 106 N. Claudina Suite 312, Anaheim, CA 92805. 714/774-3222.

HARE & HOUND, Shamrocks. Limed from Red Rock Cyn, Ca. 9 am. Nov. 1 loop. $4.25. Silencers. D-37 pts. Trail.

SCRAMBLES, Cycle Hills on Uvas Rd, Morgan Hill, Ca. Noon. $2 ride, $2.50 watch. Benefit.

ACA MX, Carlsbad (Ca.) Rcwy. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

SCTA TRIALS, ATA. Escape Country, SD Fwy to El Toro Rd. E. 13 mi. Camping $2.50. Spark arresters, mufflers. Sign 9 am. 213/421-6749, 714/828-6705.

ACE MX, Indian Dunes, Valencia, Ca. 9:30 am. $1000 purse. PP, Old Timers. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

FUN DAY, Ridge Runners. Mini-mx, Tans-Bay Marathon. 50 cents adm., $4 team entry. Silencers. 408/722-5740.

TUESDAY, SEPT. 28

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

WEDNESDAY, SEPT. 29

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. 213/793-1558.

ACA TT/ST, El Toro (Ca.) Spdwy. I-5 & El Toro Rd. $5 mail (9/27), $10 post. 7:30 pm. 714/774-3222.

Calendar listings are printed free of charge as a service to the motorcycle enthusiasts of the Western United States. Information regarding your club's event should be sent as soon as possible to Calendar, c/o Cycle News, P.O. Box 498, Long Beach, Cal., 90801. Cycle News is not responsible for incorrect information sent or for cancellation of an event.

THURSDAY, SEPT. 30

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

FRIDAY, OCT. 1

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9701.

AMATEUR ST, Westside Eagles. Stanislaus Co. Frgnds, Turlock, Ca. 8 pm. Silencers. $2 ride/watch. 209/537-6209.

SCRAMBLES, Fremont (Ca.) Rcwy. $2.50 ride/watch. C trac. 6:30 pm. 415/322-1514.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

SPEEDWAY, Cal Expo, Sacramento, Ca. 8:15 pm.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

SATURDAY, OCT. 2

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

MX, Placerville. Limed from Hwy 50 & El Dorado Rd, 5 mi W of Placerville, Ca. 10 am. 916/677-2689.

SHORT TRACK, Monterey Bay Rams. Monterey (Ca.) Frgnds. Series.

(Please turn to Page 34)

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EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

EVERY THURSDAY

CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry – 3 number plates. CMC license required. Pit gates 4:30 PM. First race – 7:30 PM $400 purse, Experts – trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.95, Kids admission $.50. Under 6 Free. Entries close 6:30 PM.

RIDE WITH THE BEST
RIDE CMC EVENTS
motocross
AT
Sept. 26th – Carlsbad
Oct. 3rd – Saddleback Motocross
10th – Carlsbad
17th – Saddleback Park
31st – Carlsbad
Nov. 7th – Saddleback Motocross
14th – Carlsbad
Nov. 21st – Saddleback Park
$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

OAK CREEK RANCH
Motocross
Sept. 26 – Oct. 10 – Oct. 24

American Cycle Association
presents
Sept. 26 — Carlsbad Motocross
Sept. 26 — Carlsbad Road Race
Sept. 26 — Southbay, ½ mile & TT
Oct. 10 — Saddleback Motocross
Oct. 24 — Carlsbad Motocross
NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY
For further info. see calendar or phone ACA office 1-5 M-F
(714) 774-3ACA
American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805

Gate Open 6 pm
J. C. AGAJANIAN Presents...
A.M.A. STEEPLE CHASE
Motorcycle Races
Saturday Oct. 9-8 pm
CORONA RACEWAY
Adults $2.50, Jr.'s & Servicemen in uniform $2.00
8 to 12 $1.00, Under 8 Free — FREE PARKING

ROCKWOOD WINS ASCOT HOT ONE

Photos by Tim Byars

GARDENA, CAL., Sept. 17, 1971 — The national circuit riders are back for the rest of the year and the final tuneup for the Ascot National this coming Saturday night will be hard to top for sheer fine racing.

Many of the top California Experts who have been gone most of the season were back. One of the many was Tom Rockwood, the '70 Ascot point champ.

It was a typical Tom, first a third fast time in qualifying and then a poor start in the heat race and a third place finish. Then another bad start in the semi and another third place finish and a next to last start position in the ten rider final.

Rockwood started to get going in the dash with a good start and a close third in a three rider group finish that was won by Sammy Tanner. Tanner, the fast qualifer, rode his best race in many a season to capture the dash inches ahead of Nicholas and Rockwood.

In the heat race Tanner was also leading when he broke a primary chain, dropping him out of a spot in the final.

Nicholas, Lloyd Houchins and Terry Dorsch were the three heat race winners with Houchins introducing the 750cc BSA twin to competition for the first time.

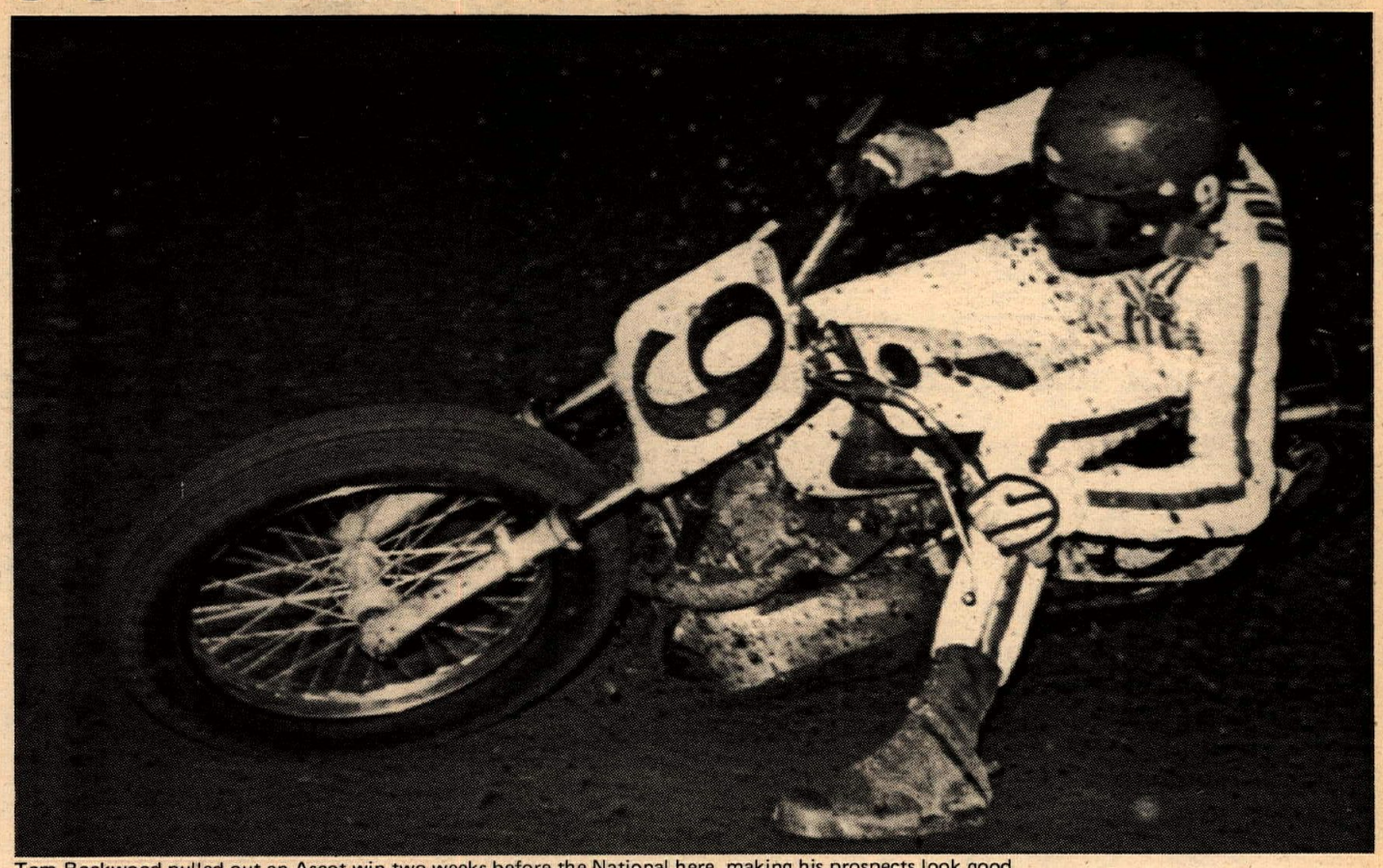
The Main Event, perhaps one of the best ever for a California half mile final, had Dave Aldana up front early in the race with Nicholas a close second and Rockwood working his way up from the back.

Then Nicholas took over as both John Hateley and Rockwood closed to the rear wheel of Aldana who was still right on the rear wheel of Norton mounted Nicholas.

With three laps to go Nicholas dropped out with a broken primary chain and a classic three rider duel was on. Rockwood zipped by Hateley with two laps to go and caught and passed Aldana on the final lap. The two traded the lead three times before the final turn.

Aldana led going into the last turn but Rockwood with that uncanny ability to square off and drive in low scooted inside, Hateley was right behind.

The three came out of the final turn abreast with Rockwood in the middle and the handlebars of all three machines over-lapping. The last turn is Tom's best as he put the wheel of the Triumph up front in the dash to the finish. Hateley also came in low to nip Aldana for second at the line. The margin from first to third place at the finish was less than two lengths.



Tom Rockwood pulled out an Ascot win two weeks before the National here, making his prospects look good.

Rockwood now has a first and a second his last two times at Ascot and moves into a prime contender spot for the National win along with '70 winner Gene Romero and Ascot point leader, Jody Nicholas.

Two Eastern Juniors invaded Ascot for the first time to try on Gary Scott for size: "Frenchy "LeBlanc, Decatur, Ga., and Jim Weinert, Middletown, N.Y., both Triumph mounted. LeBlanc timed in for third fast Junior spot and won his heat race with a good ride. Weinert, running second in his heat race, fell off and did not make the semi nor the Junior final.

LeBlanc came from sixth on the first lap of the final to move into third place on lap two but could climb no farther as Scott again added a heat and Main Event win to his new streak that now stands at nine in a row. Ron Moore finished a solid second with LeBlanc a distant third but getting the feel of Ascot a little better on each lap.

Scott Brelsford also had a new challenger from out of state in the Novice ranks. Mike Johnson, the highly regarded first year pro from Flint, Michigan was on hand for the first time.

This did not stop the Yamaha 250 ace as he rang up wins number 15 and 16 to tie the Novice record set in 1963 by Paul Conserriere. Brelsford had an easy time in both outings but will have to wait two weeks for the return of Novice half mile racing to try for a new lighweight win record.

This coming weekend at Ascot finds a TT race on Friday night for all three classes and then the national troops moving in for the 13th annual running of the Half Mile National on Saturday evening. All but four of the top 20 in the National Standings will be on hand. One of the four is out with an injury while the other three are road racers only.

Cal Rayborn and Don Emde were also back at Ascot Friday with Emde coming up with engine troubles in practice and Rayborn having troubles in the heat and not riding in the semi.

(Results on page 14)

2 Separate 4 at Corona

Photos by Tim Byars

CORONA, CAL., Sept. 18, 1971 — SoCal's two top Juniors teamed to edge the Experts in the time trials and the combined Main Event in the latest oval outing at Corona Raceway.

Gary Scott set a new one-lap record in time trials, topping the record breaking efforts of four Experts during the nationals last July. His one lap ride at 22:37 knocked out the old mark of 22:44 set by Don Castro.

Scott then topped Eddie Mulder, Frenchy LeBlanc and Jim Nicholson in the heat race. Terry Dorsch, Scott's number one threat at the eastside oval, also won his heat, defeating Ron Moore, Lloyd Houchins and John Hateley.

Then came the trophy dash and the end to Scott's night of racing. Gary took the lead on the first lap from Dorsch as the riders headed into the tricky south turn. Dorsch lost his rear brake and drove into Scott. Both riders went down hard.

Scott was taken to the ambulance but refused the ride to the hospital. He sat out the Main Event, holding one hand in the other and stated that he was on his way the next day to see his own doctor. Mulder went on to win his first dash of the year with Dave Smith taking second.

The Main Event, the best ever at Corona, had three and four riders wheel to wheel and nose to nose from start to finish.

On the final lap, Junior Ron Moore, who had held a narrow lead, managed to hold off Dorsch, Frank Gillespie and Hateley. It took quite a few seconds after the flag to decide just who had beat who as the finish was that close, and that crowded. From first to fourth was less than two feet!!

It was Moore's first major win of the season and his first over the Expert in Main Event racing. The crowd went wild the entire 15 laps and cheered the front four from start to finish.

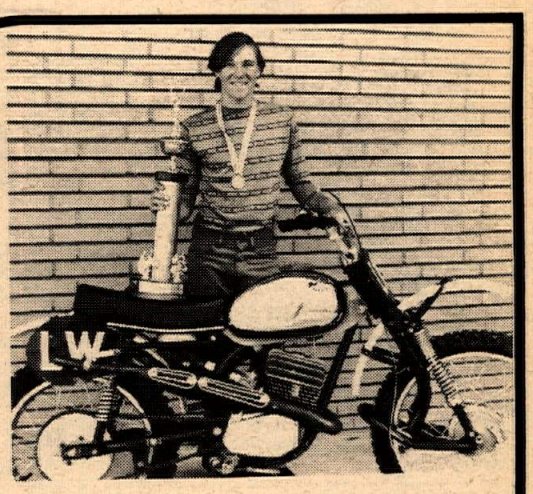
Scott Brelsford continued to dominate the Novice class at Corona as well as Ascot and again scored a pair of wins in the 250cc class aboard his Yamaha. Steve Nichols again did the chasing after each rider had won his heat race.

Michigan's Mike Johnson, riding Corona for the first time, took a second behind Nichols in the heat but pulled only a sixth place in the final, dropping one position down over his previous night's effort at Ascot.

Three of the hottest young pro's around; Steve Nichols, Gary Scott, and Scott Brelsford.

DKW

THE LITTLE BIKE THAT WINS THE BIG RACES



14 IS OLD ENOUGH . . .

TO WIN THE CANADIAN NATIONAL MOTO-CROSS CHAMPIONSHIP.

IF YOU'RE AS GOOD AS LARRY WATKINS. AND YOU RIDE A DKW.

On September 5th at Aldergrove, Canada Larry Watkins put it on the best riders Canada could muster. He had already defeated many of America's top moto-crossers in the Can-Am series just for the right to represent us. In addition to a beautiful trophy and a little spending money, the Canadians presented him with a British Columbia Centennial Award — a gold medal that is given out only every 100 years to outstanding atheletes. Something any man would prize highly, and something this 14 year-old man will never forget.

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PUCH FOUND

We would like to thank all the people in the motorcycle industry and the private individuals who have responded to our inquiry of our "lost" Puch motorcycle. Mr. Brian Frenyear of Bishop Cycle Center "found" our motorcycle and has returned it to us in a pretty sorry condition, but we are happy to have it back never-the-less.

Judging from the response and the reaction of some people that I have talked to, I might suggest that Bill Pettigrew consider wearing a full coverage helmet as permanent apparel, because I think he is in trouble. I still have had no contact with this individual, but I am looking forward to it.

DICK MILLER
Hercules Distributing, Ltd.

M.O.R.E. ON MEDICARD

Do your readers know that many minor accidents become serious and result in major permanent damage or death because the attending medic or physician knows nothing of the victim's medical history or often the victim's name or next-of-kin?

I now have one of the new MediCards and can only wonder why somebody hasn't thought of this before. The MediCard kit contains a printed card upon which you list all important information such as your name, address, next-of-kin, emergency telephone numbers, and brief medical history including allergies, blood-type, and current illnesses. In addition to the card, the kit contains a small, hard-plastic carrying case and a chain by which the MediCard can be attached to one's clothing. And the truly final touch is two small decals to be applied to your helmet and bike advising that you have a MediCard.

The MediCards are available from MEDICARD, 9250 Del Arroyo Drive, Sun Valley, CA 91352 and sell for $1 each with discounts for clubs and larger quantities.

I have often said that the best dollar you can spend as a motorcyclist is by joining MORE, but now I must retract that. Whereas your dollar to MORE will only save motorcycling, the dollar for MediCard may save your life.

RUSS SANFORD
Motorcycle Owners, Riders, & Enthusiast
P.O. Box 26062
Sacramento, CA 95826

MANY THANKS, "3"

I fell on the way to the smoke bomb at the Gripsters race on Sept. 5 at approximately 2:30 p.m. I was knocked unconscious for a time and don't know any of the details of how I fell. I would sure like to know and I understand there were some witnesses. If anyone did see me, please call me or write and give details. I was wearing an orange helmet and orange sweatshirt on a 400 Husky, No. 206M.

I would like to thank Rescue 3 for picking me up off course. Thanks for a job well done.

REX CODAY
540 W. Parkwood
La Habra, Calif. 90632
714/879-7129

GOOD HEALTH

In line with Dr. Rick Sullivan's fine article on First Aid in Bike & Rider magazine, we strongly urge all minors to have *on their person* during competition, a copy of "Consent to Treatment". This may prevent any delay in diagnosis or treatment of injuries, which might occur when parents or guardian cannot be located immediately by the emergency hospital.

As an added service, MediCArd now has available blank forms, legally approved, of "Authorization to Consent to Treatment of Minor". These forms, when signed by parents or legal guardian and two witnesses, should also be shown to race officials before a minor is permitted entry. The blanks may be obtained from MediCard, 9250 Del Arroyo Dr., Sun Valley, Ca. 91352, for 5¢ each, plus 10¢ postage, or two free, if requested, with an order for MediCard!

Ride in good health!

SHAY ROMPELL
Sun Valley, Calif.

ONE NEIGHBOR TO ANOTHER

What really gripes me is the bike rider, like the neighbor across the street, that sits in his driveway testing out the latest assortment of goodies just installed on his 250 – not to mention a massive torque-chamber that sounds like it's spiting out six inch mortars. You get a guy like this and he can nullify all the good done by the riders that thought enough to "keep it down".

VOICES OF THE WEST

If you want to see just how many people you can annoy; just have someone start up your bomb some evening; then drive your car down the road and notice how much gas you burn up till you no-longer hear that cannon of yours. Now try to imagine the family next door, trying to watch their favorite TV program, or the guy two houses down that works nights. Can you blame some people for hating a bike enthusiast?

GEORGE ANDERSEN
Monrovia, Calif.

SOCIAL STUDIES

What ever happened to Z'berg and his great bill filled with love and understanding? I really like the part about "The people of the State of California do enact as follows". The people of California sure have a lot to do with it, don't they? What ever happened to freedom and representation and all those other goodies I've heard about in Social Studies class?

WILLIE SPENCE
(no address given)

M.O.R.E. Russ Sanford have demonstrated that it's still there, somehwere. You really ought to join his lobby. As for Z'Berg and his latest project, check Russ' column on page 19 this week...Ed.

EYEBALL BLUES

What a burn. After hearing great coverage of the Talladega 200, Sunday afternoon on KBIG, I sat through three different newscast on the eyeball hoping for a few words or maybe a film clip from the race.

Well, I guess the results from Talladega weren't in! However, they did tell about the motorcycle gang getting arrested there and how many they got. Think I'll write 'em a note and tell them what I think. Hope you do, too.

LARRY STAPLETON
Norwalk, Calif.

OPEN LETTER FROM NICK

I would like to thank all who have written and called in wishing me a speedy recovery. After twenty-six years of riding competition I still think riding bikes is the greatest, even with my plaster.

Nowadays it is hard to believe what you read in papers. I would like to straighten out the facts of an article in the August 24th edition. The story implies that I recently spent seventeen months in plaster from a recent broken leg.

Well, that is not quite true. Back in 1954 at Willow Springs I did get off and cracked an ankle – but 1954 is not recently.

Anyway, just wanted everyone to know the leg is doing great, but itches like you know what. Thanks again for all the cards, etc.

NICK NICHOLSON
North Hollywood, Calif.

Sorry for that "recent" error. Anyway, good show on the Pathfinder – it's a nifty machine...Ed.

YVON HAS HIS CASH

This is to confirm that Yvon DuHamel was displaying a Cycle News sticker on his motorcycle during his victory ride at the Talladega 200 Mile National Championship. Once again thank you for your continuing support of our 1971 contingency program.

DAVE WELSH
Professional Racing Department
AMA

Thank you, Dave. Yvon's $100 check from Cycle News is in his hands...Ed.

PLUGGIN' THE CREEK

I would like to know why you haven't been putting the results and articles on Oak Creek. It is one of the best motocross courses in Southern California, and I know because I have been to some of the most well known courses like Indian Dunes and Mammoth mountain.

For spectators it's really great because there's a 100% view of the course.

I wish you would encourage people to go to Oak Creek, and it's only a 1½ hour drive from Los Angeles. The next race is on the 26th, so I hope to see more than just 25 riders.

KEN CLAUNCH
China Lake, Calif.

GOOD COVERAGE

I thought you might be interested in an accident my 10-year-old son was involved in.

He was wearing a full helmet, (Bell Star type), riding a dirt road in the desert and ran into a truck that was traveling down a cross road. He was thrown over the pick-up bed and landed on his head. He has bad bruises on his shoulders from the bottom of the helmet *BUT* the shoulders took the impact instead of the neck. It seems the neck could have been badly hurt, possibly broken if had had on a regular-type helmet, he hit so hard.

Perhaps riders should give the full helmet more consideration as another precaution against injury.

PAT PEARSON
Hacienda Heights, Calif.

THANX ALOT

The Dirt Diggers North Motorcycle Club would like to thank very much all the persons that helped with the many thousands of items that needed to be done during the running of the Cal Expo Motocross held Sept. 5 at the State Fairgrounds.

A special thanks goes to the following persons for their efforts, whom without maybe we would still be at the track running races: Hack Hackly, Steve Rooney, Russ Sanford, Gerald Henderson, Bob Halstien, and several others that I do not know personally.

We would also like to thank the riders and pit crews that cooperated with the club with our efforts to make this the biggest race to come to Northern California.

We hope to see all of you at Hangtown '72 next year, and you are very welcome, one and all.

BRUCE C. YOUNG
D.D.N.M.C.

CAN I JOIN?

I read with great interest Alice Rhea's account of the Mickey Mouse M.C.'s achievements in the Huntington Beach M.C.'s wild Hare Scrambles. It appears that the only way of my ever earning any points in the desert would be through their method of awarding points internally in the club.

I find that I meet two of the three qualifications for membership listed in the article: I am substantially over 30 and my waist measurement exceeds my chest measurement. However, I ride a Maico rather than a yellow Honda S-L70 and considering that I weigh 300 lbs. a Honda S-L 70 wouldn't get me over a curb much less the next hill. Therefore, I'd like to know if the MMCC will waive this requirment if I agreed to paint my Maico yellow?

BOB "PORTLY" NICHOLSON
S.G.V.M.C.

IS NOTHING SACRED?

Bruce Brown did a fantastic job, technically, with his film "On Any Sunday", but, we couldn't help being more than a little disappointed in the total picture, because it showed too much of the professional rider, and nothing, or little of the "real" "On Any Sunday" rider, i.e. the young guy with a job, who scrounges "to save up" for his favorite bike; is always looking for the "hot set-up"? wins a trophy now and then; and, helps keep the shop-sponsored and factory-sponsored in cash and trophies by his everlasting expenditures on weekly repair bills and maintenance (lovingly) of his cycle. A

(Please turn to page 19)

Next Week in Cycle News

—The International Six Days Trials culminates this weekend at the Isle of Man in Great Britain. America's hopes are very high this year with one of its strongest teams ever and the outcome should be very interesting.

—The Trans-AMA Series swings into Round 2 as the Europeans and top Americans head for Boise, Idaho. Brad Lackey, top American at Carlsbad with a fourth overall, will be out to do it again as more and more Europeans are expected to join the circuit.

—The all-important AMA National Circuit swings into Ascot Park in Gardena, Calif., and most of the top 20 riders currently occupying the Top 20 Point Standings are expected to face-off in a hot 20-lap Half-Mile show.

These three top events plus many other important events, all appearing next week in Cycle News, the Number One weekly motorcycle newspaper in America.

'BARN JOB' STORMS IRWINDALE DRAGS

By Keith Arnold
Photos by Buzz Baty

IRWAINDALE, CAL., Sept. 18, 1971 — Clem Johnson's "Barn Job" picked up a long-awaited win in the Top Fuel Dragbike Eliminations at Irwindale. The big Vincent (over 96 cubic inches), piloted by Jim Leineweber, polished off all comers with runs of over 170 mph in the low nine-second bracket.

The "Barn Job" was super-consistent all day, defeating Rick Sackett's Harley in the first round. Second round action saw Jim Book (H-D) go down to a hard-to-believe defeat. Cook ran a quick 9.13 at 165.13 to Leineweber's slower 9.21 and 169.17. This shows what a good start can do in drag racing.

At the same time the "Barn Job" was eating up its competition, Boris Murry was doing his share of winning. First it was Tim Marks on a gas-burning 96-inch Harley. Joe Smith was the next to go out leaving the final round to dragbike racing's big names; Boris Murry and Clem Johnson.

In the right lane, Murry with full fairing on his twin-engined Triumph 90-inch fuler; in the left lane, Leinweber aboard 96-plus-inches of fighting Vincent.

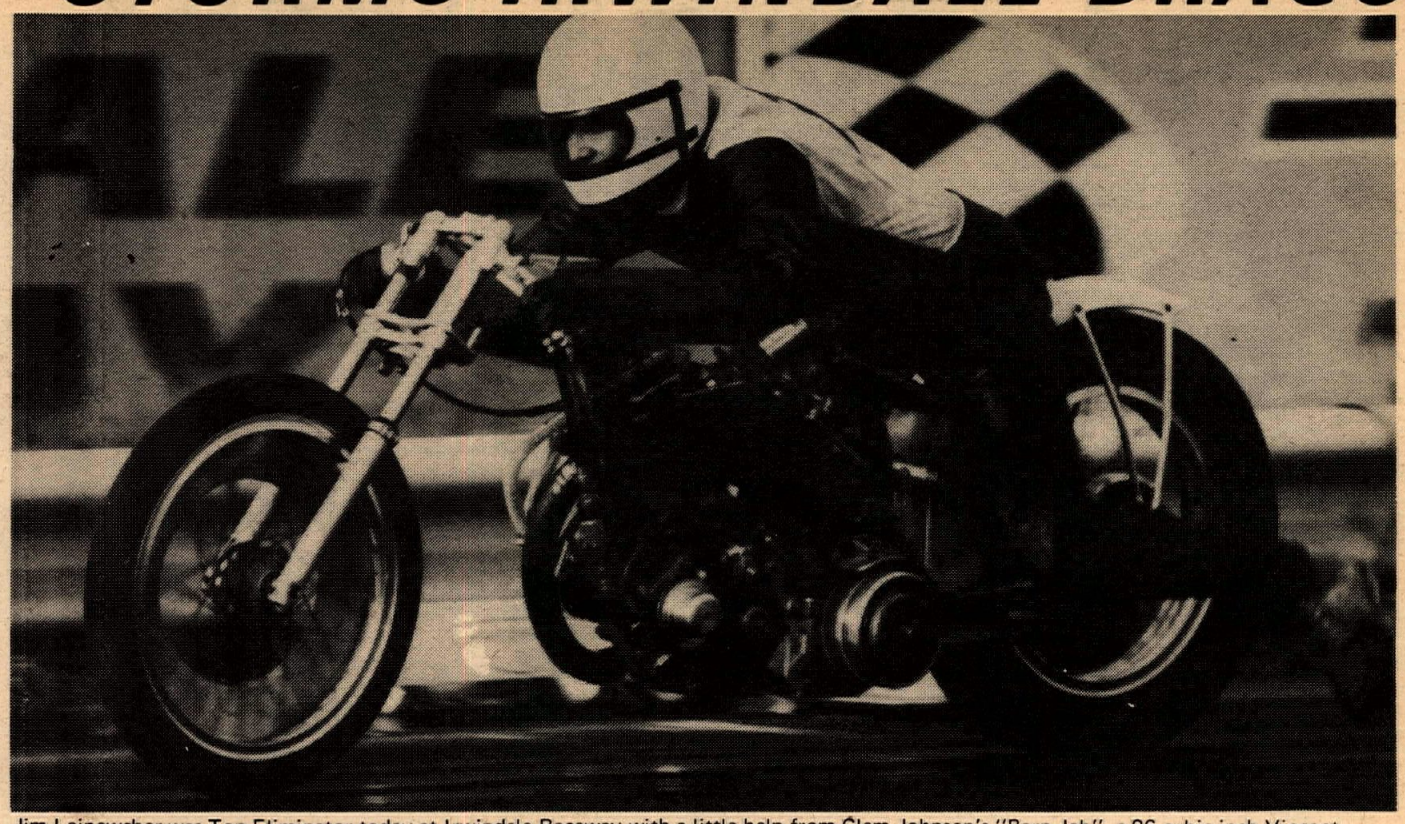
At the green it appeared as though Murry's Triumph was to win. But Leineweber wasn't going to let it go that easily. In the top end Murry began to fade. At the quarter-mile it was Johnson's "Barn Job" with a time of 9.44 and 170.45 to Boris Murry's 10.88 at 168.53.

Also present were several unusual twin-engined machines. Action Four's eight-cylinder "2x4" Honda along with the Tedder and Muldoon's twin Honda entry. Even more unusual was a twin engined 125x2 McCullough-powered "mini monster". Rider Dean Tamborn tells us that the bike holds two Bonneville records. Also there was a Yamaha 160 — really twin 80's — ridden by Harlon Bice.

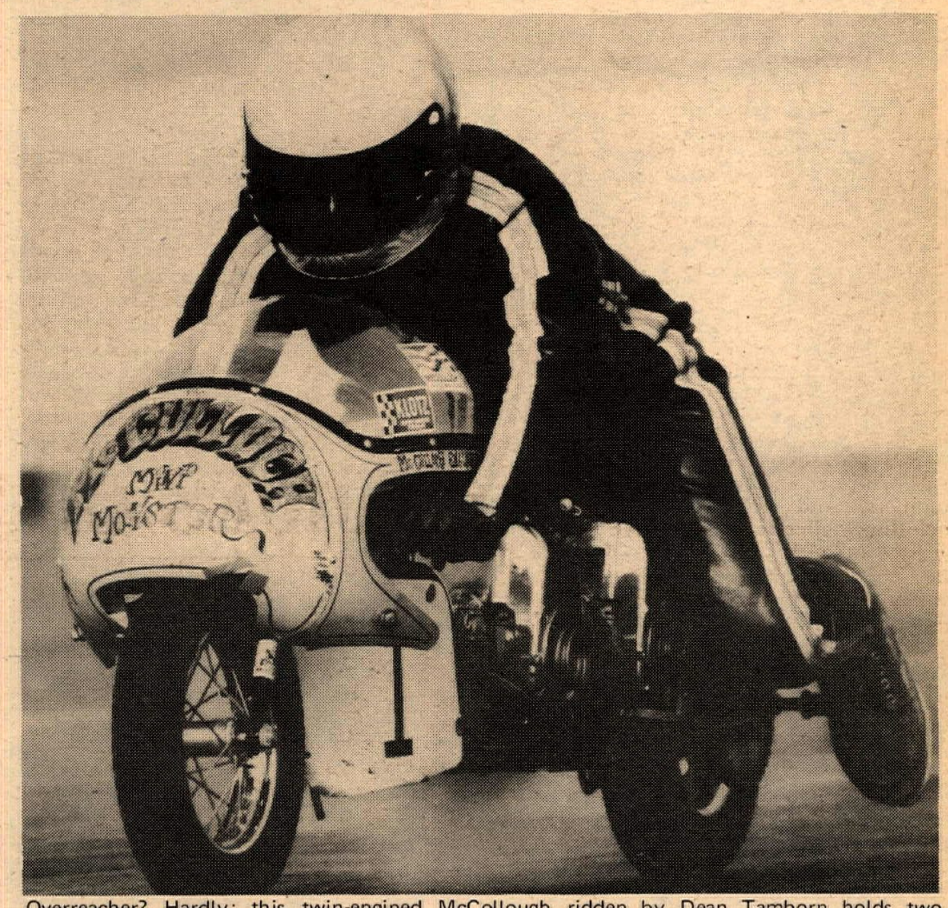
In the money e.t. brackets, the first and fastest went to R. E. McDonald who took home the $75 purse. The second and slower bracket saw Tom Franklin (Suz) defeat Dean Tamborn's "mini monster" to collect the 50 dollars.

Those of you who follow bike drags may remember several weeks ago when Troy Pegues looped his big Harley at Lions. Well, folks, Troy has done himself one better. Troy went into a high speed wobble through the traps and flew off the top of his bike, bouncing the rest of the way through the light. Fortunately he was unhurt and will probably race next week at Lions.

(Results on page 14)



Jim Leineweber was Top Eliminator today at Irwindale Raceway with a little help from Clem Johnson's "Barn Job", a 96-cubic-inch Vincent.



Overreacher? Hardly; this twin-engined McCollough ridden by Dean Tamborn holds two Bonneville records and was the second top eliminator in its bracket.

J. DeSoto.

DeSoto Shows MXers How

By Buzz Baty

EL TORO, CAL., Sept. 17, 1971 — This was the third Friday night of motocross under the banner of the United States Racing Club to be held here at El Toro Speedway.

If 200 entrants plus the nation's premier motocrosser John DeSoto can be used as a gauge, then the USRC Friday night events have to be considered a rousing success.

DeSoto put all of his talents on display for competition and spectators alike: Riding his 400 Suzuki, John had little trouble winning all three 500cc Intermediate/Expert motos. His closes competition was provided by Greg Smith aboard a Maico

DeSoto gave every indication of liking the El Toro course, and said he would return to ride again.

(Results on page 14)

HOPETOWN PHONE FUN

The back page of this ad contains an ad for Hopetown. The second section was printed before the first and now the Diggers tell us that the phone number for the Heavyweights is bum.

For information regarding all classes, call the number listed for the Lightweights.

'The wildest cat from Montana passes by in a flash'

By Tod Rafferty
Cycle News East

GREAT BARRINGTON, MASS., Sept. 18, 1971 — Evel's on the fair circuit. It's a gas — cotton candy, midway shuckers, livestock, ferris wheels, horse races and Evel Knievel as the finale.

Some folks don't stay for the jump, but many others forego the previous festivities and come only to see Evel Knievel.

This time it looked bike a bummer — hastily conceived and stillborn in the muddy center of the Great Barrington Fairgrounds — the 131st consecutive annual fair. Advance publicity listed it as a record-breaker; 20 cars, two tractor-trailers (end-to-end) and 100 men. About 160 feet.

But it was not to be. Steady rains had turned the fairgrounds into a mudhole. Knievel had jumped Thursday night and fallen, spraining a a wrist. But the Butte Birdman was going to try it again, over 13 cars — 100 feet, give or take. So preparations were made to subdue the mud. Runways were constructed with sheet plywood, including a practice strip around the jump. It took a whole lot of wood.

We asked Roger Reiman, now Knievel's, uh, engineering consultant, what he thought of the whole set-up. "Man, this is about 150 percent wrong," he replied. He looked worried.

In his polite manner, Knievel apologized for the delay and the miserable conditions, thanked his sponsors and made some amusing remarks about various cycle jumpers claiming new records. By the way, Junior Birdmen, Evel still offers to match anybody who has $25,000, a motorcycle and sufficient hair.

As the gleaming white XR-750 was fired up, Reiman paced up and down the practice strip, looking. Evel cranked the Harley through two practice runs, then rode up the edge of the takeoff ramp and checked out the view. That meant the next run was it. A hush settled over the crowd, which had now settled in the mud and no longer cared.

He made it. Over the jump, at least. He had good speed, cleared well and landed well — but he didn't have room to stop. It probably hadn't occurred to anyone that a short stretch of plywood would provide less braking traction than good old mud.

And at the end of the plywood were spectators. So he laid it down, re-injuring the wrist and getting cut over the eye. Naturally, the enthusiastic crowd rushed to his aid, or for whatever reason they do that. But he was okay, he said. Nonetheless, he did request a cruiser to go to the hospital just to make sure. Carrying as many non-factory replacement parts as Knievel does, routine maintenance is important.

GEBOERS LEADS VISITORS

"If they want to race mud, that's okay with me," said John Banks in the pits after a first moto problem with his throttle ended his chances for an overall win. "But, if they want to race in dust, then that's okay, too – but don't mix the two. You can set up for one or the other, but not both."

Like Banks, two American Suzuki riders were also plagued by "the hole". Russ Darnell, who isn't new to the game of racing against Europeans, literally pushed his machine home in all three motos. In the first, the mud locked his throttle wide open. "I had to use the kill button for two laps just to slow down," he explained. Similar problems occurred in the final two and that did it for Russ.

John DeSoto, whose coil wire snapped midway in the initial round, came back trying and managed a 10th in the second and fifth in the final to take ninth overall, good enough for third American, ahead of Bryan Kenney, AMXT Captain who just returned from Europe.

Kenney also had throttle problems in the first moto. However, instead of just sticking wide open, "It stuck halfway and I couldn't do a thing with it," he said.

"I'm really quite surprised with my finish," he added in reference to his 12th that round. He got things going a bit better in the final pair and took two eighths to take 10th overall.

Ahead of him on that list was sixth place Gary Jones, still riding that proto-Yamaha. Jones had little trouble all day with his bike but had his hands full with top American Brad Lackey.

In the first round, Jones and Lackey got locked in a fantastic duel as Hansen and Geboers sped away to nearly a half-lap lead. Lackey had gotten, like Bickers, a poor start and was moving up. Jones still led Brad on the last lap until the Northern Californian got his opening, shot into the third place position and aced Gary by 10 feet at the end of 30 minutes.

While Jones couldn't get going after bopping a fallen Tom Rapp in the next round, Lackey again picked up where he left off and held the lead out of turn one. But, the illness which had hindered him at Cal-Expo several weeks earlier, began to show and Brad eventually dropped to fifth, placing him in a tie with Bickers for third overall.

Bickers, who continued to improve with each moto, had the advantage and Lackey could only muster a sixth behind DeSoto in the final to take fourth overall behind Gebeors, who finished first in the last two rounds; Hansen, who diced with Sylvain all three times, and Bickers.

"The Americans are definitely improving," remarked Bickers who took fifth. "I've been here for the past five years and each year they get better. Right now they are about as good as many of the Europeans and next year they'll be right up there."

That feeling was somewhat echoed by several others of the invading force with Lackey the prime target. Brad himself was both pleased and displeased with his performance. He had somewhat of an advantage over the visitors because he had a well-groomed CZ and the Europeans, whose own machines were misplaced somewhere in transit from the continent, rode stock machines. That wasn't enough, however.

But, of all the Yankee mounts, Jim West had to be the most upset. He got America off on the right foot in the first faceoff by taking the lead and holding it for a lap and a half. "Then," he explained, "my hand, which I crashed against a tree a week ago, began to ache so bad I could barely hold on at times."

West dropped off the pace considerably from that point on and finished the race in the second half group. After the moto, West looked angrily at his hand, still showing scars of the bandage only removed a few hours earlier. "I think I can race the other two," he said half-heartily. A close relation nearby shook her head, "No." Jim retired for the day.

Hart Pulls Support Sweep; Holcomb Surprised with 2nd

By David Swift

CARLSBAD, CAL., Sept. 19, 1971 – "I'm not really pushing myself all that much," Tim Hart bluntly pointed out. When asked why he's doing so well, he shrugged and said, "I don't know."

Hart cooked the troops today. DeWayne Jones, the 20-year-old brother of Gary, pulled great leads over the field at the starting line but after the sorting was finished, Hart was in a class of his own. And he seldom looked as if he was at nine-tenths, either. Tim, who usually races two classes at least twice a week, looked in splendid physical shape for the three 20-minute motos and his Maico never missed a ding. Sometimes victory can look simple, indeed.

Jones was the closest to Hart in terms of ability but a watered ignition dropped him a place in the final results. In the first round Jones led everyone through the twisting infield and showed them the way to the top of the hill. Hart plucked a couple of opponents and decided to strike at Jones on the long, steep downhill, a spot that virtually everyone in the ballpark could see. The noise of the bikes was dwarfed by the crowd as Tim shot past DeWayne and compounded when the Yamaha ace zapped him back at the bottom. And this was the first race of the day, a minute old.

Hart persevered and took the lead from Jones at exactly one lap. Hart ruthlessly took flight for the rest of the day, leaving Jones to fend off Doug Grant.

Grant, a master of consistency, was plugging along in fourth when Joel Witte left the race. Grant nipped at Jones for a while but DeWayne sped to a solid second at the flag. In the waning moments, Grant dropped it in the mud.

Then poor Doug experienced more trouble, barely starting the second round. "Some guy bashed my tube," he groaned, pointing at his front forks. "They wouldn't work and I had to drop out."

Bryar Holcomb was probably surprised to find himself second overall. Bryar has been riding Maicos and Rickman for the past few months but now that Steens is with BSA, he is back home on a CZ.

"I'm not going to do too well," he muttered before practice. "I'm not used to this bike at all."

Bryar started poorly in the first moto but worked and worked, eventually finishing third. Better starts made the going easier but he remained in roughly the same positions throughout. Good fortune lay in the fact that Jones' ignition trouble in the second moto – the consequent loss of points put Holcomb in front of third-place Jones.

Gary Chaplin also had a one-bad-two-good day. He was running through the field when he stalled his Maico in the mudhole in the first moto. In the second round Chaplin, who is more used to the power of a 400, worked. A strong start and concentration that could be seen and felt moved him into second. Hart was out of his sight but it was a good ride and Gary earned fourth overall.

John Rice, looked a bit haggard today. He suffered a nasty crash two weeks ago in Canada and complained about his back. "I'm gonna go practice for awhile to see how I feel. Heck, I might not even race if it starts hurting bad."

Poppycock.

John was out there each moto

Tim Hart wrestles his Maico around a hard-packed turn Photo by Dave Swift.

More pictures on pages 8 and 9.

Tom Rapp's new Bultaco worked fine except for the seat. Photo by John Bethea.

Gary Chaplin rounds the top of the hill to look at the job ahead. Photo by Dave Swift.

TO FIRST G.P. SHOWDOWN

Doug Grant (46) caught and passed DeWayne Jones in the first moto, but Jones got him back a few laps later. Photo by Tom Culp.

Bruce Brown chats with ABC's Keith Jackson on the other end of a camera. Later, Brown confided he was retiring for awhile. When asked how he was going to spend his time, he said, "Ride my bike."Photo by Dave Swift.

Mark Blackwell did not win but he looked great trying. Photo by Ron Schneiders.

G.P. POOP — Billy Clements was forced to sit out today's opener of the 12-event series because he's 17-years old; he will race in Boise, Idaho, next week, on his birthday...Mike Jackson, that avante-garde head of Norton Villiers, was seen putting about the Carlsbad course on — now get this — a Honda SL70. That's okay, he says because he's gonna plaster Norton stickers all over it...ABC-TV may not televise the GP because the Europeans didn't all show up; they may re-negotiate for another event in the series...Bruce Brown, limping about the film crew's area, mentioned that as of Sept. 30, Bruce Brown Films will no longer exist; he's retiring until he starts his next film...Tom Rapp rode that new 323cc Bultaco today and was doing quite well until the padded cushion in his seat came out; since the course was rough, it slowed him down but he took 11th overall anyway...several AMA riders acted as spectators today including Don Emde who ran around incognito wearing a "Don Emde" shirt; Walt Fulton buzzed about the area on one of the new Mach IV 750cc Kawasakis — the other, it should be noted, was destroyed while being road tested last week when it crashed into the side of a garbage truck at about 80 mph...Jim Cooke, who took 18th in the International class, was riding with a nifty new Bassani expansion chamber that was the quietest one we've heard yet; Darryl may have the latest hot item...C-N General Manager Tom Culp, delirious over the success of the red-and-white Hot Hats (1500 were sold before the races started — too bad he didn't bring more) would like to ask the person who bought one with a good-sized washer to please send in a real quarter...

—P.W.

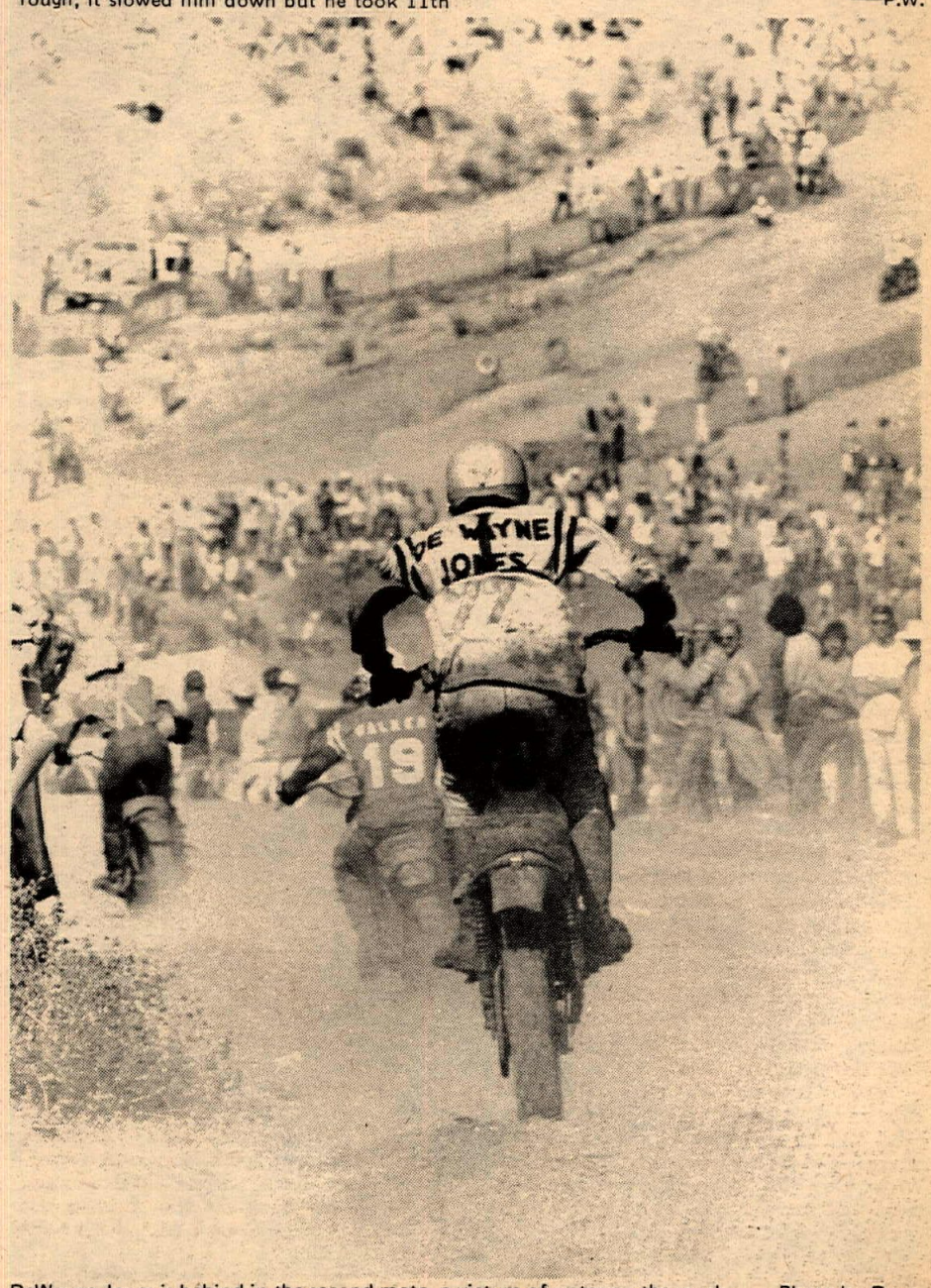
cigarettes and Hot Hats. Photo by Tom Culp.

scrapping like the dickens, and no one hates mud more than John R. In fact, he started the second moto six minutes late due to a broken throttle cable, but he still rode. Later he rattled off a list of things he wasn't too fond of about the race, and ended with a smile, "But I love it."

The deep mud and abundant water was the downfall of many riders. At one of the mudholes, several floundered and dog-paddled to get out of the guck while watching more experienced/fortunate opponents scoot into the sunset, all very much to the crowd's delight. As one observer put it, "They looked like flies in a toil*t and twice as p*ssed *ff."

RESULTS

500cc INTERNATIONAL	
Sylvain Geboers	Suz
Torlief Hansen	Hus
Dave Bickers	CZ
Brad Lackey	CZ
John Banks	CZ
Gary Jones	Yam
Vlastimil Valek	CZ
Tore Jonsson	Mai
John DeSoto	Suz
Bryan Kenney	Hus
Tom Rapp	Bul
Jim Wicks	Mai
Bob Hershey	CZ
Bill Silverthron	Hus
Gary Myer	Hus
Mark Nohr	Mai
Peter Lamppu	Mon
Jim Cooke	CZ
Glen Lund	—
Mike Runyard	Mon
250 SUPPORT CLASS	
Tim Hart	Mai
Bryar Holcomb	CZ
DeWayne Jones	Yam
Gary Chaplin	Mai
Rob Norgaard	CZ
Bruce McDougall	Yam
Joel Witte	Mai
Steve Hobbs	Mai
George Walker	CZ
Greg Johnson	Hus



DeWayne Jones is behind in the second moto, a victum of water-on-the-spark. Photo by Dave Swift.

U.S. G

Sylvain Geboers pushed his Suzuki relentlessly over the rough Carlsbad course and beat Torlief Hansen twice and took second in the other to claim victory in the first U.S. Grand Prix. Photo by Richmond Dayton.

Bill Silverthorn didn't have far to travel for this event and jumping show. Photo by Richmond Dayton.

Tim Hart, conditioned by riding two classes often twice a week for the past few months, had his pay off in the National Support class — a sweep and first overall. Photo by Richmond Dayton.

Bryar Holcomb took second in the Support class, something he probably never expected to do well on his new mount.

Jim W
by Ric

RAND PRIX

ly put on a

Back only three weeks from Europe and the G.P.s, Brad Lackey showed the Americans his trip was more than valuable as he took fourth overall. Photo by Dave Swift.

Gary Jones and his proto-Yamaha managed second American behind the rapidly improving Brad Lackey. Photo by Dave Swift.

Waiting to be introduced to the 12,000 on hand: (left to right) John Banks, Russ Darnell, Tore Jonsson and Torlief Hansen. Photo by Tom Culp.

motocross ace from New York, had his problems. Photo Dayton.

Torlief Hansen was one of the first Europeans to show up. Photo by John Bethea.

Photo by Richmond Dayton

Photo by Tom Culp

Shirey: Terror of Dunes

By John Grout
Photos by Racing Photos

VALENCIA, CAL., Sept. 19, 1971 — Allen Shirey rode a full 80 minutes of competition on today's all-Junior motocross program at Indian Dunes Park in Valencia. And, what's even more, he went home a winner of every event that he had entered.

While riding rocket-rapid Bultacos in both the 125 and 250 divisions, Shirey completely swept the talent-loaded fields for grand slam victories in both classes.

About as close as anyone was able to get to the Bultaco bombshell all day, was when they happened to be sitting next to him on the starting line. And even then, after the different races had progressed a couple of laps, it was the opinion of most of the crowd, that most of the other riders would not have been able to follow young Shirey's progress on a radar scanner.

In his 250 motos, Allen turned back the efforts of some reasonably fair racers, such as Dan Rogers (Hus); Steve Chambers (Hus); Randy Nordike (Bul) and a super-persistent Ossa rider, Scott Walker. Most any of those riders could have won a main event on about any day but this.

During the races for the 125's, Shirey was able to unseat the young Yamaha

rider, Tom Grant, who had been trying to get his sixth straight win on the Dunes' obstacle course.

Joe Granatelli, who slings a Bonanza around the tight moto crourse of Southern California, once again scored back-to-back wins over the 100 Junior clan, and ended the afternoon as the overall victor over Steve Pinneri (Hod) and Mark Morrison, who was also astride a Hodaka.

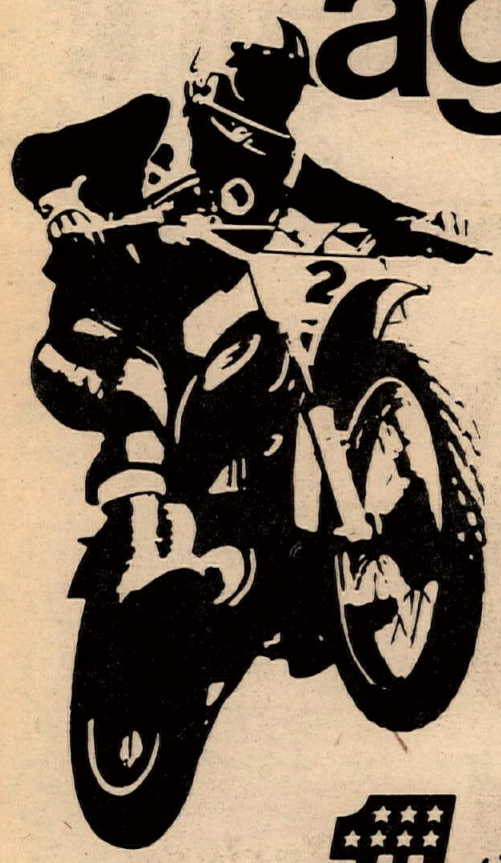
Janene Pennington (Bul) was the big winner for the Powder Puffs. While Tom Hoyle astride his new 125 Bultaco, was the overall winner in the Old-timers division.

The day's events featured two other riders who were able to connect for grand slam wins: Chris Mogensen, on a 125 Bultaco, and the sensation of the Husky ranks, Steve Elsbree, for his 250cc victories. Chris Knowlton (Hus) took home the largest trophys for the Open racers.

This Sunday's motocross program at the Dunes, will feature the first round of the annual championships. It will be an all-class event, beginning at 9:30 a.m., and will put a $1000 cash purse on the line for the Seniors and Pros.

(Results on page 14)

baja wins again!



Hare Scrambles
Cactus Cats M.C.
Adelanto, Calif.
Sept. 19, 1971
Trail Ex. Class
1st — Mitch Mayes — BAJA 100
2nd — Jim Sumners — BAJA 100

HARLEY-DAVIDSON

the Harley-Davidson outperformers

Scott Smith is still suffering slightly from his injuries sustained several weeks back, but it hasn't slowed him down a bit at ACA's weekly TT and Short Track action at El Toro, Calif. Wednesday he pulled several more wins — as usual.

Smith: Small Bike, Big Win

By Buzz Baty

EL TORO, CAL., Sept. 15, 1971 — The ACA put on its seasonal points championship event this evening. Besides the fact that it was a championship event for the ACA riders, one of their old alumni signed up to ride the 30-lap combined Main Event. This old alumni was in the person of David Aldana, the Nation's No. 3 rider.

However, victory did not come easily for Dave on the 30-lapper as Mike Myers held Dave off until the 23rd lap before he could get around and nail down the victory.

Believe me, none of the fans or idle riders took their eyes off this battling pair for the entire 30 laps. Dave Aldana was presented with the checkered flag from the starter, Dan Hedrick, and a beautiful Premier 555 helmet by Bev Cooley.

Scott Smith put on his usual sterling performance to win the 125cc Senior TT, the 125cc Senior Short Track, and, believe it or not, on riding ability alone, he won the 30 lap Combined Main TT. Scott won the 30-lap Combined Main TT over classy riders on machines two or three times as big as his 125cc Yamaha.

Lew Stoltz, majordomo for El Toro Speedway, is to be congratulated on the fine condition of the track. He had prepared the track for two days and the result was a fast track with no dust that received the praise of the riders and the appreciation of the fans.

Aldana will make a repeat appearance on Sept. 22 along with another recent alumni of El Toro Speedway and ACA competition, young Gary Scott. This is the first time these two have ever locked horns in a Short Track race.

USRC MX Waxes on Friday

By Buzz Baty

EL TORO, CAL., Sept. 10, 1971 — The word is spreading, the crowds are gathering, the riders are coming out to the Friday night Motocross at El Toro Speedway. From a small beginning of few spectators and 75 riders, to loaded stands and 150 riders, to some 300 riders and stands resembling the Coliseum. Not possible? Look again.

Lew Stoltz and Bob Maynard are enjoying a 200% increase in riders and crowds in the short month of September and the month isn't over yet. Starting Friday, Sept. 3, with a small turnout, moving on to better and now good attendance, Stoltz and Maynard can now claim this new U.S. racing club's motocross a success.

Last week's big winners, Greg Smith, Bruce Baron and Morris Malone, all well-known motocrossers, are being hard pressed for their trophies and gold as the word spreads on this fun track.

Smith, a 25-year-old from Santa Ana, Cal., won all three events showing style and verve. Riding his 400 Maico, Smith swept the 500 Intermediate/Expert Division. Smith works for Wheelsmith Engineering of Santa Ana and his employers back him all the way, sponsoring his riding efforts as well as his work efforts. The shark from Santa Ana is going to find himself pushed to the limit as the word of his sweep brings out the competition.

ALL-JR. MX TEAM!

Cycle Products Unlimited announces the formation of an all-Junior motocross team. Ron Storey, owner of the firm, has picked seven riders to ride under his sponsorship in an effort to upgrade the status of riding in the Junior class.

The members are: (125cc) Ron Haase, Dave Haugh, Jeff Graham; (250) Mark Thompson, Randy Schmitz; (Open) Ken James, Chris Knowlton.

Storey will provide partial sponsorship in the way of parts and labor price breaks. The team's debut will be at Indian Dunes September 26.

Pre-GP 'Crossers Give Ascot a Good Try

By Eric Raits

GARDENA, CAL., Sept. 17, 1971 – Thursday night's motocross at Ascot Park was enlivened by Jim Weinert's appearance in a tune-up race for Sunday's Grand Prix at Carlsbad.

Weinert, one of the East Coast super stars, was faced with a near impossible task: beating Experts who have raced on this track weekly for several years.

The New Yorker had to memorize the quick track and learn the Ascot creeper type of start. Weinert was the only rider to sit with his front wheel behind the line as the starter eyed the 250 Experts easing bike lengths off the line.

Weinert learned as the night wore on and finished a creditable third in the 500 Expert class.

Three riders from St. Louis, George Walker, Jerry Radiaker and Pat Haggerty, signed up in the Expert class also but found tough sledding. Their comment on the track was, "It's different!"

Bill Payne seems to be the only current Ascot Expert who can beat John DeSoto to the first corner and took the first moto when DeSoto fell trying to get inside him. DeSoto got up in third, passed Weinert but Payne's lead by that time was too much. Payne and DeSoto went into the first turn in the second moto axle to axle, neither willing to slack off and Payne slid to the outside and went down. DeSoto won by a comfortable margin over the second place Weinert while Payne worked up to fifth.

Payne got to the corner first in the last moto and led DeSoto for four and a half laps until the pair were at one of DeSoto's favorite spots. DeSoto used the off camber turn before the lake dropoff like a freeway on-ramp and was able to shoot by Payne coming across the lake to take the win. Payne finished second overall and Weinert was third.

Dave Pessy won all three 250 Expert motos by large margins after Tim Hart led the first one until his engine seized just a few yards from the checkered flag. Rick Baxter took second and Bob Messer was third. Messer generally stands on his motorcycle's seat and does a wheelie after the checkered flag, a maneuver he has perfected about 95%. He kindly demonstrated the other five percent by falling off in front of the grandstands.

Jeff Wright had another easy night with three wins and undisputed first place money. Joe Scotland was second and Mike Garrett, soon headed for Cal Poly, took a third.

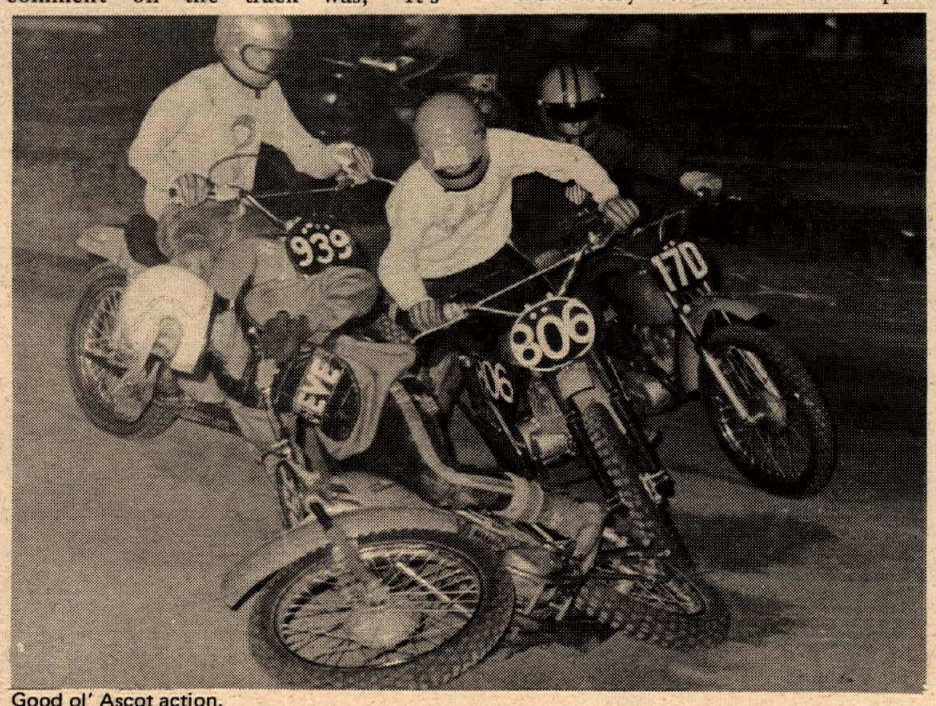
Lon Sugino, on leave from the Army and in transit for Korea, won the 100 Junior final on his Honda.

Dave Miller, riding a Cosgrove Special, won the 125 Intermediate class. That's a Hodaka engine in a Bonanza frame for those who are unfamiliar with Cosgrove Specials.

Steve Nutter won the 250 Intermediate class in a race which marked the return of Bill Conroy to motocross racing. Conroy rode an AJS last year and dominated the 250 Juniors. He lost his sponsor and has been out of a ride for nearly a year.

Alan Middleton won the 250 Junior class last week on a Husqvarna and won it this week on a Maico. He's apparently not looking for a bike he can win on, just the machine on which he can win by the largest margin.

(Results on page 14)



Good ol' Ascot action.

Jeff Weber (7D) and Chuck Bower took second and third in the 125 Intermediate class.

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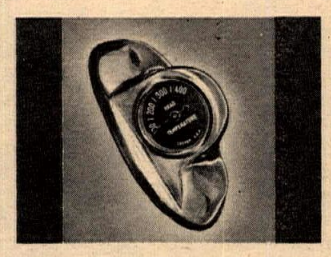

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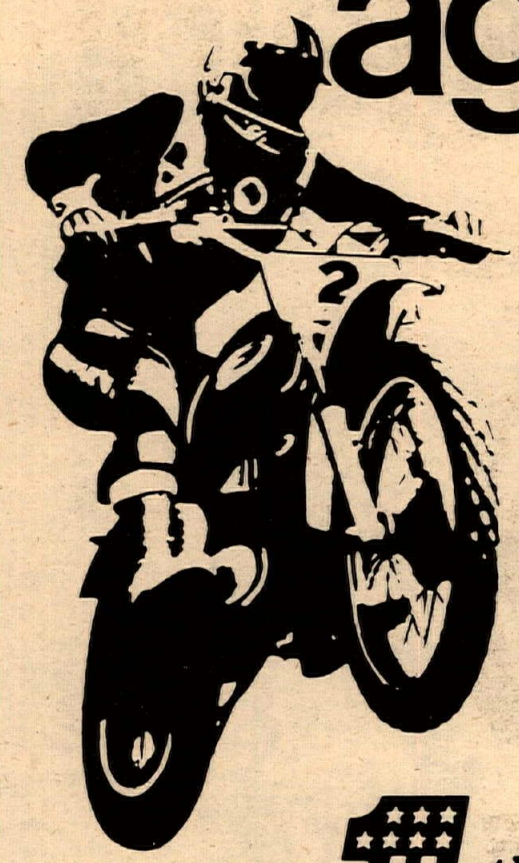


Dual European Scrambles
Red Mountain, Calif.
Sept. 12, 1971
Prospectors M.C.
100 Amateur/Expert
1st – Terry Clark – BAJA 100
2nd – Jim Sumners – BAJA 100
3rd – Greg Hawks – BAJA 100
Bushmasters M.C.
100 Amateur/Expert
1st – Terry Clark – BAJA 100
2nd – Mitch Mayes – BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

BOGNER TAKES DESERT BIG ONE

By Dick Wright

ADELANTO, CAL., Sept. 19, 1971 — The weather was just right — about 75 degrees — with a nice cool breeze. The start of the Cactus Cats Hare Scrambles was to be 9 a.m., but it was delayed until 10 a.m. because the ambulance was late. The course was about thirty-eight miles around, and the riders were to make two laps. The starting area was fast but there were about four road crossings which made the rider do some thinking on the way out. The first man to the bomb was Rich Thorwaldson on his Suzuki; next was Jeff Wright, 99x, on a Steen's 250 and right next to him was our man of the hour, Bill Bogner, No. 886 on a C Z.

The leaders made the first loop in just over forty-five minutes. Rich still had a good lead and Bogner held second spot. Jeff Wright came through the pits third, but missed the home check and had to mae a U turn to pick it up. Tom Brooks came through about that time on his 125 Carabela.

The second loop took its toll of the riders. Rich broke down and the hard-charging Bogner took over the lead. Wright did an endo on one of those road crossings. At the finish line we waited to see who the winner would be and it was big Bill Bogner on his C.Z. At the finish line after his drink of Gatorade, he said "Man I finally got it all together, the bike was working great, we reworked the suspension, and Andy Delatore of Mid-Valley Cycle shaped the engine and everything went just right." It sounds like Bill had the right combination and will be a real threat in the future. He has been pushing the leaders pretty hard the last six months.

Young Tom Brooks had a real fine ride bringing his little 125 Carabela in for a second overall. These young kids on these light handling bombs are really making a mark on the overall racing picture. Tom Muto took the third spot on his Husky. Jerome Ruzicka, No. 8x, took first 250 Expert on his A.J.S.; Mitch Mayes, No. 3, came in sixth overall on his 100cc Harley-Davidson. He's another one of those fast kids.

First Amateur again went to Tom Clodt, No. 111, on a Husky. He is making that a habit. Marty Reider, No. 495, took second Amateur on a Husky, and was his wife Louise happy about his ride. "He is really starting to get up with the big names! Jim Summers, No. 5, was the second 100cc rider in on his Harley-Davidson. Bill Elam, No. 944mx, took first Amateur lightweight on an Ossa. He really had to work long and hard for that win. Dean Dailey, No. 445cx, had the first Amateur 250 spot locked up until he did an endo a mile from the finish and lost the spot and had to settle for second.

A young Mr. J. Freeman, No. 492, took first Novice. He also had the Novice lead at the smoke bomb. This guy looks like a real winner in the future. D. Kirstins pulled in first Open Novice, this was one of his best rider. First 100cc Novice went to W. Book, No. 783. Ward Wessels, No. 125, too first Amateur in the 100cc class.

(Results on page 14)

Tom Brooks showed no respect for tradition at all by taking second overall on a 125 Carabela.

Bill Bogner: He's got it all together.

Photos by Dick Wright and Dale Coats

HARE SCRAMBLES
Cactus Cats M.C.

Bill Bogner	500 Ex.	CZ
Tom Brooks	125 Ex	Car
Tom Muto	500 Ex	Hus
Jerome Ruzicka	250 Ex	AJS
Tom Smith	500 Ex	Hus
Mitch Mayes	100 Ex	H-D
Z.R. Gibson	500 Ex	—
Morris Norman	500 Ex	Hus
Dave Tribe	250 Ex	Hus
Tom Clodt	500 Am	Hus
Jim Brown	250 Ex	Bul
Marty Reider	500 Am	Hus
Bill Saltzman	500 Ex	Hus
Tim Okamoto	250 Ex	—
Steve Kirk	250 Ex	Mon
Bill Walters	500 Ex	Hus
Jim Summers	100 Ex	H-D
Larry Upp	100 Ex	Yam
Jim Sovie	500 Am	Kaw
Cliff Ray	500 Ex	Hus
Gus Paul	500 Am	Hus
John McMannus	500 Ex	AJS
Bill Elam	250 Am	—
Dean Dailey	250 Am	Oss
1st NOVICE		
Freeman	Nov	
1st 100 cc AM.		
Ward Wessels	125 Am	
2nd 100cc AM.		
Welker	Am	

Jeff Wright, who took a nasty spill during the race, tests a new Steen's bike with Carabela engine, Hooker header.

Novice winner Freeman stops long enough to collect a check.

Have you ever seen directions given with such style?

Part Three of a Series

ON THE TRIALS AND TRIBULATIONS OF TRIALS RIDING

By the Nori Fellow

The budding trials rider, having studied the many catalogs of trials bikes offered him, finally makes his choice and has in his hands the means of entry into that screwy elect band of enthusiasts whose aim in life to the onlooker would seem to turn one glistening mass of chrome and paint into a basket job in the shortest possible time. However, our hero will disdain such opinions and prepare to do battle with all that the crafty trials organizers chose to throw at him and if possible do it somewhat better than the rest of the entry. Accepting that the maker of his chosen steed has produced a good trials bike based on the physical build and strength of Mr. Average Rider, whoever he may be, some pre-trial preparation will always be necessary. Sit astride the bike; can the ground be reached with both feet? As most trial bike footpegs are fixed any variation must be made to seat height, either lowering its mounting or a thinner padding to the seat. Next, the handlebars can be adjusted to provide a comfortable reach. Then controls-foot-brake should lie beneath the ball of the foot and be adjusted so that in the vital section proper when the rider is standing on the pegs; its operation will be merely a tilt of the foot, not a foot waving contortion. The gear change lever must bring in the point that variations it makes give either down for bottom gear or up for the number one "cog". Again is posed a query – what is the most likely gear that sections will be attempted: With the 5-speed Bultaco, first will only be an emergency low whilst the mini 125cc may require the first as the "battle" ratio. So the gear pedal should be adjusted to a position in an upwards direction to clear any section obstruction which may tend to knock a "down for bottom" lever up into either neutral or toe high a gear. Experienced riders tend to raise the lever out of harm's way. The kick start lever will invariably have to be altered on its splined shaft from its showroom position or it will dig into the rider's inside shin muscles when poised on the pegs. The best out-of-the-way location will be at the 2 o'clock angle.

Handlebar controls: first the throttle; ensure that there is no backlash or free movement of the cable so that throttle action is immediate. Adjustment is usually provided at one or both ends of the cable. Then with the engine running turn the bars to full left then right lock and if any alteration of set engine speed occurs the route of the cable must be checked to ensure that it is not trapped between say frame and tank or that too sharp a bend is made in its path from throttle to the carb. For the throttle in particular but also clutch and front brake I favor the nylon lined cables which are marketed for most makes, the "Flexercable" being in the top of its class. These are silky smooth in operation and require no lubrication. When the throttle action and adjustments have been made, tape up the cable ends to prevent the ingress of dirt and water, either of which will cause sticking or harsh throttle action.

Then position the clutch and front brake levers as mentioned the real trials action will be with rider up on the pegs, so both levers must be angled downwards – the actual amount determined by leaning the bike upright against a convenient wall or tree and adopting the standing position, operate both levers and adjust until such movement can be made without the need to crank the wrist. Before locking in the chosen position check that the ends of the levers when fully pulled in towards the bars do not protrude beyond same. Let the actual bars be the widest part of the bike. Bultaco and Montesa have fixed welded-on lever brackets so one is tied with the fixed location which is why so many riders change their bars and levers to give full adjustment. The decompressor lever, if fitted, should be positioned near the clutch and if the correct shape of lever is used it can be fitted inside the bar for thumb operation so that without moving the hand the clutch and decompressor can be pulled towards you (clutch) and pushed away (decompressor). Available are lever shrouds, quickly fitted by press stud action, again preventing mud and water getting into the levers and cable action. Rubber protective covers can be fitted to carb tops where protection is vital if sticking throttle slides are to be avoided.

Rocks, gradient and turns are severe tests in this long Scottish section. Photo by AMCA, Birmingham, England and Motor Cycle, England.

Rear brake operation can provde better operation or less risk of damage.

Montesa rider emerging from stream up steep incline. Note arms are bent, bringing body forward keeping front end down. Rider's legs are bend allowing quick change of direction by body lean.

Quite often the rear brake arm on the hub is positioned downwards making this the lowest and most vulnerable spot at the rear end. Reversing this lever to an upright stance can usually be easily done by cranking the rod inside the shock. Whilst on the subject of controls – you will not improve your act by fitting a quick action throttle; delicacy of control is the order, not the beef and brawn of the motocross circus.

Next check the engine slow running and setting of the "gasworks" in general. Clean pickup is the top consideration and good even slow tickover. The slow running adjustment is a matter of rider choice: Some prefer to adjust this so that a close throttle means a dead engine, my preference is that on dry level ground in bottom gear and clutch fully "home" the bike will move at minimum mph. I have found that in sticky going when the engine is about to stall a quick clutch disengagement will bring the engine on the boil.

Those who favor the closed throttle – dead engine are usually those who do not use a decompressor. This device I favor on a trials bike – its best employment being on steep downhill sections where heavy rear brake application may kill the engine when a decompressor would have greatly assisted retardation and kept the motor turning. The use of the decompressor on the U.S. cycle scene is amazing when applied to motocross machinery and those worthies churning out these products follow up with intricate filters, shrouds and shields which will, it is claimed, repel the tons of horrible U.S. mud and grit waiting to be sucked in the innards of the engine. But if one shops around, there does exist a decompressor with a simple non-return valve built into its body. Incidentally, increasing the number of outlet holes or enlarging same increases the degree of engine braking. Two other uses has this simple gadget: there is less chance of ripping out a tire valve of a four pounds pressure rear by using it as a brake than fierce application of the foot brake; also on long steep descents prolonged closure of the throttle can result in piston seizure due to no gas/oil mixture being taken into the cylinder, so a whiff of throttle and use of the compression release will obviate this drying up of the cylinder walls. This, of course, only applies to the two-cycle and oil in fuel lubricated engine.

A final word on control cables: locate their run so that they do not hang in loops outside the mass of the bike. The safest arrangement is: throttle cable leaves the grip skywards and is looped in front of the front fork yokes, thence through the gap between tank and frame down to the gas works; front brake cable is looped in the same direction – right to left in an easy bend then down to the brake arm; clutch from left bar looping through gap between tank and frame on right hand side. This ensures an easy cable route and no chance of them being hooked in branches and brushwood which will surely be encountered sooner or later.

Waterproofing: due to the intended brevity of the fenders in wet weather and water sections much of this will be thrown on the engine and whilst much of the vital ignition system will be encased at least one wire will have to emerge on its path to the H.C. coil and wire to the plug. So seal such outlets with one of the available plastic sealants; also treat any points and breaker cover in the same way so that no misfire or engine cut-out occurs whilst in a watery section. Test your waterproofing BEFORE (not during) the trial by hosting a stream of water over the engine whilst it is turning over. Another important hint – after the trial when the bike has been washed down and cleaned, remove the sealing from the inspection cover and remove same. It is likely that a small quantity of clean water will lie in this compartment – NOT due to poor waterproofing but the result of condensation caused by the normal hot engine being immersed in the cooling water section. Dry out to prevent rusting of the breaker mechanism if this is your type of ignition. Shorting out can occur if the spark plug is not adequately shiedled and the best of the lot is the Lodge R.90 plug cover which ensures a perfect seal both at the H.T. lead and plug insulator.

Your gas tank will be of small capacity on the score of weight and the need to carry as little top weight as possible. So if the trials course is a short one carry no more than you need in the way of fuel. Most gas taps have a fine gauze filter but after running in a new bike remove the tap to clean out any manufacturing process sediment which may clog the filter. Position the "on-off" lever inwards so that the rider's legs cannot knock the lever to the "off" position. The addition of an extra fiber washer at the tap seat will allow re-positioning.

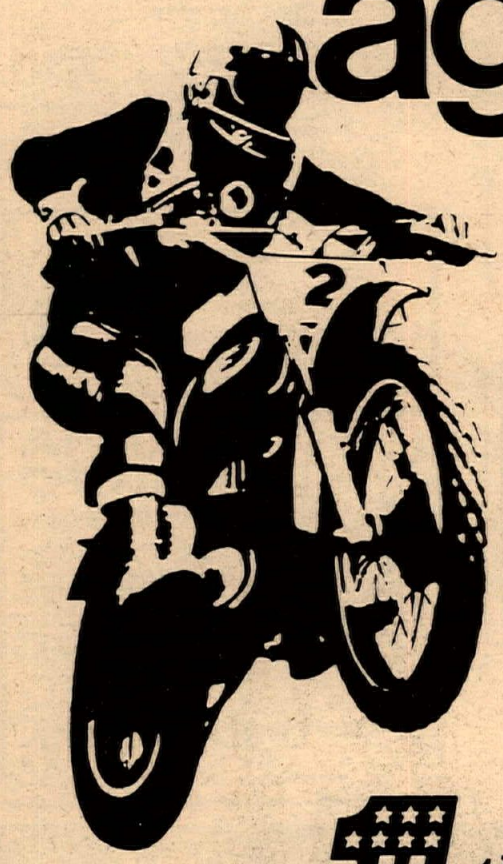
Tires: before deflating to the required low pressures the sections demand, check the tightness of the rim locks. Also remove and discard the knurled valve nut which comes fitted on the valve stem against the rims. This will allow a small amount of tire creep (which often occurs in spite of rim locks) without the valve being torn from the inner tube. After the trial inflate to normal pressures to keep tires and tubes in shape and the latter free from crimping.

Check the front fork action. If they are telescopic, drain and refill with the correct grade and quantity of oil. Avoid the ordinary engine oils, which due to frothing cause excessive pressure buildup and consequent oil seal leakage. The oils recommended will be similar to those used in hydraulics.

Brakes: one of the greatest problems is the ingress of water. Some bikes are better than others and brake shoe linings can be obtained from the specialist lining makers which have better gripping properties when wet but usually have a much shorter life. The best all 'round material is the metal woven lining not now so readily available. After a watery section dry out the brakes by moderate application until the heat generated will have restored efficiency and consequent rider safety. Check tightness of spoke nipples which particularly on alloy rims may require attention after initial mileage.

Check air filter, that any rubber seals are seated correctly and that frequent cleaning of the filtering element is carried out.

baja wins again!



Dual European Scrambles
California City, Calif.
Sept. 5, 1971
Stump Jumpers M.C.
Expert Trail Class
1st – Terry Clark – BAJA 100
3rd – Jim Sumners – BAJA 100
Gripsters M.C.
Expert Trail Class
1st – Terry Clark – BAJA 100
2nd – Mitch Mayes – BAJA 100

HARLEY-DAVIDSON

the Harley-Davidson outperformers

MINIS
SCMBKA
Saddleback Park, Calif.
Sept. 12, 1971
1-3 H.P., 6-8 YRS.
Keith Eachus Hon
Todd Saunders Hon
1-3 H.P., 9-11 YRS.
Jim Moore Ron
Scott Cecil Hon
1-3 H.P., 12-14 YRS.
Greg Byers Hon
David Butt Ind
1-3 H.P., 15 & OVER
Mike Byers Hon
Hurley Roberts Hon
4-6 H.P., 9-11 YRS.
Steve Lyons Hon
Wayne Rainey Hon
Ivan Oden Jr. Yam
4-6 H.P., 12-14 YRS.
Greg Byers Hon
Stu Egli Haw
Greg Lersch Haw
4-6 H.P., 15 & OVER
Warren Barr Pow
Mike Byers Hon
7 & OVER H.P., 9-11 YRS.
Jeff Ward Bon
Bruce Ziegler Pow
7 & OVER H.P., 12-14 YRS.
Zach Barrett Bon
Vince Mead Bon
Mike Curry Hon
7 & OVER H.P. 15 & OVER
Tom Corley —
Hurley Roberts Hon
MINI CYCLE "A"—6-11 YRS.
Wayne Rainey Yam
Willy Simons Yam
Mark Shader Yam
Brad Roberts Hon
Jeff Ward Yam
MINI CYCLE "A"—12 & OVER
Greg Byers Hon
Brad Dutoit Yam
Ricky Rogers Yam
Gary Martin Yam
Robert Trotter Yam
MINI CYCLE "B"—OPEN
Greg Byers Hon
Steve Lyons Hod
Stu Egli Ste
POWDER PUFF
Reneee Payen Hon
Terri Lynn Kline Hon
TROPHY DASHES
1-3 H.P.
Greg Byers Hon
4-6 H.P.
Greg Byers Hon
7 & OVER
Jeff Ward Bon
MINI CYCLE
Greg Byers Hon

MOTOCROSS
Nacodoches Motorcross Park
Nacodoches, Tex.
Sept. 12, 1971
By Janet West
0-100 NOVICE
Duke Waldrop DKW
David Calhoun Hon
Mike Greer Hod
0-125 INTERMEDIATE
Ralph Robertson Pen
George Stubblefield Pen
David Faukner Hon
126-250 NOVICE
Hugh Howell CZ
Joe Middlebrook Hus
Stan Moore Hus
251-OPEN NOVICE
Gerald West Hus
Gary Anderson Hus
Johnny Brown Mai
OPEN EXPERTS
Robi Holbert Hus
Jake De Boe CZ
Bob Hanna Hus
0-125 NOVICE
Harrison Black Yam
Reggie Modisette Yam
Tommy Coker DKW
0-125 EXPERT
Sam Menefee Pen
Craig Clober Mon
Tim Wagstaff Pen
126-250 EXPERT
Phil Snipes CZ
Robert Tuggle Hus
Fred Hanna Hus
251-OPEN INTERMEDIATE
Phil Oliver Hus
Devaugh Michael Hus
William Easter Hus

USRC MOTOCROSS
El Toro Speedway
El Toro, Calif.
Sept. 17, 1971
By Buzz Baty
100 JR. DIV. I
Stu Egu Ric
Mark Barrett Suz
Ron Brandy Hon
100 JR. DIV. II
Dale Walter DKW
Greg Blackwell Pen
Gary Tamictti Bul
125 INT. EX.
Dave Miller Spe
Mark Dobbs DKW
Jack Rgg Suz
125 JR. FINAL
B. Salata Ric
S. Miller Yam
R. Michol Bul
250 INT. EX.
B. McDougal Yam
J. Wilson CZ
M. Malone AJS
250 JR' FINAL
G. Parker Hus
R. Just Hus
T. Snyder Oss
500 INT. EX.
J. DeSoto Suz
G. Smith Mai
M. Malone AJS
500 JR. DIV. I
B. Fickling CZ
D. Mardon Hus
S. Schmit Hus
500 JR. DIV. II
Stan Piteck Yam
D. Slonim Hus
D. Vick Hus

SCRAMBLES
Sidewinders of Oregon
Clackamas, Ore.
Sept. 3, 1971
By N.A. Williams
TRACK CHAMPIONSHIP
BEGINNERS 100cc T.D.
Don Denny Yam
A MAIN
Don Denny Yam
Mike Wilkins Kaw
Terry Ward Suz
B MAIN
Christi Gladman Yam
Mick Carter Kaw
100cc TROPHY DASH
Ricky Graves Kaw
A MAIN
Rupert Dykstra Kaw
Don Blatchford Kaw
Bill Ehrens Kaw
B MAIN
Robbie Gore Yam
Dan Van De Vanter Yam
C MAIN
Jeff Celorie Kaw
200cc TROPHY DASH
Art Dick Bul
A MAIN
Don Dodge Kaw
Jim Curtis Bul
Mickey Pfeiffer Kaw
B MAIN
Rick Waters Bul
Ron Moser Bul
250cc TROPHY DASH
Keith Dunn Bul
A MAIN
Keith Dunn Bul
Bill Budde Bul
Robby Ohge Bul
B MAIN
Mike Thompson Bul
Steve McCabe Kaw
C MAIN
Dennis Fromm Yam
500cc TROPHY DASH
Don Dodge Kaw
A MAIN
Don Dodge Kaw
Jay Lacey Tri
Dock Harmon Kaw
B MAIN
Dave Downey Gre
Howard Bushman BSA
OPEN CLASS T.D.
Ed Richardson Tri
A MAIN
William Budde Tri
Mike Hannula Tri
Ed Richardson Tri

ACA TT & SHORT TRACK
Sept. 15, 1971
By Buzz Baty
El Toro Speedway
125cc JR. ST
Keith Crecelius Yam
Rod Sexton Yam
Elbert Turner Yam
125cc SR. ST
Scott Smith Yam
Bob Sanders Kaw
Mike Myers Yam
250cc JR. ST
Marty Davis Bul
Dean Butterfield Yam
Craig Johnson Bul
30 LAP COMBINED ST
David Aldana BSA
Mike Myers Yam
Bob Sanders Duc
Hank Scott Mon
Scott Smith Yam
Al Smith Oss
30 LAP COMBINED TT
Scott Smith Yam
Davey Davis CZ
Marty Davis Bul
Morris Malone AJS
Bob Frauenberger Suz
David Boydstun Mai
125cc JR. TT
Rod Sexton Yam
Elbert Turner Yam
Tom Doty Hon
125cc SR. TT
Scott Smith Yam
Mike Myers Yam
Bob Sanders Kaw
250cc JR. TT
Marty Davis Bul
David Boydstun Mai
Dean Butterfield Yam
250cc SR. TT
Chuck Claydon Bul
Chris Smith Oss
Morris Malone AJS
500cc JR. TT
Marty Davis Bul
Don Frauenberger Bul
Jon Isaacs Eso
500cc SR. TT
Chris Smith Mon
Chuck Claydon Bul
Davey Davis CZ

ENDURO
San Bernardino M.C.
Red Mountain, Calif.
Sept. 5, 1971
By Ron Schneiders
SWEEPSTAKES
Carl Price Yam 7
A. LIGHTWEIGHT
Dave Ekins Bul 8
M. Green Yam 9
Bob Nickelsen Oss 10
B LIGHTWEIGHT
J. Sprenger Yam 8
S. Adams — 13
J. Jenkins Yam 13
A. TRAILBIKE
J. Bringhurst H-D 16
Gary Caulkins Pen 21
P. R. Cowan Hon 70
A HEAVYWEIGHT
Bob Steffan H-D 8
Stan Baldwin Hus 9
Ed Farrell Duc 9
B. HEAVYWEIGHT
J. Warrell Yam 13
F. Hickman Yam 15
B. Jones Kaw 19
POWDER PUFF
Monette Prudhomme Yam 97

JACK PINE NATIONAL
CHAMPIONSHIP ENDURANCE RUN
Lansing, Mich.
Sept. 11-12, 1971
GRAND CHAMPION
Ron Bohn, Pa. Hus 980
CLASS A CHAMPION
Ray Kussmaul, Mich Pen 973
CLASS B CHAMPION
Gary Fountain, Mich. Yam 864
FLYWEIGHT CHAMPION
Leslie Grable, Mich. Gre 962
LIGHTWEIGHT CHAMPION
Doyle Donn, Mich. Hus 972
MEDIUMWEIGHT CHAMPION
James Seaver, Mich. Tri 918
SENIOR CHAMPION
Len Keen, Mich Pen 921
CLASS A FLYWEIGHT
Gerald Pacholke, Ohio Puc 959
Carl Sharphorn, Mich. Pen 947
Dave Mungenast, Mo. Pen 940
CLASS B FLYWEIGHT
Dirk McKimmy, Mich. Yam 960:101
Kenneth Keen, Mich. Hus 960:164
Larry Gerow, Mich. — 958
CLASS A LIGHTWEIGHT
Buck Walswroth, Ind. Oss 970
Gene Richie — 967:164
John Young, Ill. MZ 967:123
CLASS B LIGHTWEIGHT
Frank Piasecki, Ohio Hus 963
Matt Weisman, Ohio Hus 953
David Lipowsky, Mich. Yam 950
CLASS A MEDIUMWEIGHT
Carl Patterson, Ind. Mai 971
John Fisher, Pa. Hus 960
Dallas Nichols, Mich. Kaw 958
CLASS B MEDIUMWEIGHT
James Simmons, Mo. Hus 963
William Trosene, Jr. Pa. Yam 954
Ron Erway, Mich. Yam 950
CLASS A HEAVYWEIGHT Miles
Dennis Vandecar, Ill. Ric 208
CLASS B HEAVYWEIGHT
Bill Woolman, Mich. Met 901
Harold Ward, N.Y. Tri 857
Jim Maier, Ill. Hus 850
POWDER PUFF Miles
Judy Draper, Mich. Bul 164
BUDDY CLASS
Rodney G. Benjiman, Mich Yam 788
Rodney J. Benjiman, Mich
TEAM: FLATLANDERS
Buck Walsworth
Dave Knutson
Carl Patterson

HALF-MILE
Corona Raceway
Corona, Calif.
Sept. 18, 1971
15 LAP "A"
Ron Moore Tri
Terry Dorsch Tri
Frank Gillespie Tri
John Hateley Tri
Lloyd Houchins BSA
Eddie Mulder Tri
Dave Smith Tri
Tim Wolf Tri
Eddie Wirth Nor
Gary Scott Tri
TROPHY DASH
Muler Tri
Smith Tri
Scott Tri
Dorsch Tri
8 LAP NOVICE
Scott Brelsford Yam
Steve Nichols Yam
Tom Horton Yam
John Sperry Suz
Ivan Shigemasa Suz
Mike Johnson Yam
Rex Barratt Yam
Lanny North Bul
Jim Boucher Oss
Ed Mitchell Bul

SHORT TRACK
Cycleland Speedway
Chico, Calif.
Seot. 11, 1971
By J. Noffsinger
EXPERT MAIN
Steve Pestoni Bul
David Masse Bul
Steve Frederickson Bul
B MAINS
100
Jim Capps Hon
Greg Rogers Kaw
Gary Barrett Bul
200
Steve Dietz Bul
Manuel Fernandez Bul
Roger Denney Bul
250
Gary Colman Yam
Jim Hienrich Bul
Dennis Ballenger Yam
SCRATCH MAINS
100
Brad Johnson Yam
200
Jeff Damon Bul
250
Dick Turner Tri
HANDICAP MAINS
100
Dana Pennebaker Kaw
Jim Capps Hon
Tom Southam Bul
Dale Sandell Kaw
200
Steve Deitz Bul
Roger Denny Bul
Gene Mendes Bul
Jeff Damon Bul
250
Paul Carter Bul
David Massee Bul
Steve Pestoni Bul
Steve Frederickson Bul

DRAGS
Itwindale Raceway
Irwindale, Calif.
Sept. 18, 1971
By Keith Arnold

Boris Murry 9.69—166.91
Tim Marks 10.59-NA
Boris Murry 9.41—168.22
Boris Murry 10.88-168.53
Joe Smith 9.29—163.93
Sonny Raslawski Shut Off
Joe Smith 9.73—158.45
Jim Cook 9.22—164.23
Dave Campos 9.56—156.25
Jim Cook 9.13—165.13
Jim Leinweber 9.44—170.45
Jim Leinweber 9.24—170.13
Rick Sackett N.A.
Jim Leinweber 9.21—169.71

SCRAMBLES
Hayward M.C.
Hayward, Calif.
Sept. 11, 1971
By Bill Spencer
100 NOVICE
Chuck Erlenbach Hod
Bruce Hanlon Kaw
Gregg Leopold Yam
125 NOVICE
Mark Smith Ric
Terry Benefield Yam
Rich Alquist Yam
100 JR/EX.
Jeff Eide Hod
Tick Lemler Yam
125 JR/EX.
Dan Jensen Puc
Del Smith DKW
175 NOVICE
Doug Lucas Yam
Tom Myers Hon
200 NOVICE
Wes Cooke Bul
Randy Clark Bul
200 NOVICE
Wes Cooke Bul
Randy Clark Bul
200 JR.
Glenn Turman Bul
Rich Brown Bul
250 NOVICE
Don Bernstein Bul
Bill Clark Oss
Steve Eklund Oss
250 JR.
Mike Cochran Bul
Neil McGregor Oss
Gary Leopold Yam
250 EX.
Pat McCaul Oss
Rick Hocking Bul
Mike LanLienden Mon
350 NOVICE
Tim O'Brien Hon
Ed Nunes Hon
350 JR.
Eric Bengtsson H-D
Terry Code Hon
500 NOVICE
Kirk Tardiff Yam
John Foudy Mon
Dan Amico Bul
500 JR.
Monty Tavares Yam
Bruce Rust Mon
Rich Brown Bul
500 EX.
Jim Foley Yam
Rick Hocking Bul
Mike VanLienden Mon
650 NOV.
Don Porter BSA
Jack Scroggins Tri
650 JR.
Sonny Victor Tri
Roy Geddie BSA
650 EX.
Bud Smith Tri
Tiffen Mullenax Tri
Dan Hughes Tri

HALF-MILE
Ascot Park
Gardena, Calif.
Sept. 17, 1971
15 LAP EXPERT
Tom Rockwood Tri
John Hateley Tri
Dave Aldana BSA
Lloyd Houchins BSA
Eddie Mulder Tri
Terry Dorsch Tri
Frank Gillespie Tri
Dewayne Keeter H-D
Jody Nicholas Nor
Eddie Wirth Nor
TROPHY DASH
Tanner Nor
Nicholas Nor
Rockwood Tri
Houchins BSA
10 LAP JUNIOR
Gary Scott Tri
Ron Moore Tri
Frenchy LeBlanc Tri
Matt Falconer Tri
Tim Wolf Tri
Mike Collins BSA
Ramon Perez Tri
John Hoy Tri
8 LAP NOVICE
Scott Brelsford Yam
Steve Nichols Yam
Tom Horton Yam
Ivan Shigemasa Suz
Mike Johnson Yam
Rex Barratt Yam
John Caldwell Yam
Ray Barres Yam
Jim Boucher Oss.
John Sperry Suz

PRO TT
Graham Speedway
Graham, Wash.
Sept. 3, 1971
By Dick Sjoboen
NOV. DASH
Steve Baker Yam
JR. DASH
Randy Scott Tri
EX. DASH
Pat Marinacci Tri
NOV. MAIN
Steve Baker Yam
George Leonard Yam
Gary Lozano Bul
JR. Main
randy Scott Tri
Don Lipp Yam
Randy Skiver Tri
EX. MAIN
Pat Marinacci Tri
Glen Adams Nor
Emil Ahola Tri
FAST EX. QUALIFER
Chuck Thielke 18.84
FAST JR. QUALIFIER
Randy Scott 18.50
(new track record)

CMC MOTOCROSS
Irvine, Calif.
Sept. 19, 1971
By Eric Raits
500 EXPERT
D. Smith Mai
B. Lendl Mai
C. Bean Mai
500 INT.
M. Anderson Hus
R. Franklin CZ
D. Sutherland Mai
500 JUNIOR
S. Sullivan Mai
L. Aumock Hus
J. Erickson Hus
250 EXPERT
J. Peacock CZ
J. Derhammer CZ
B. Booth Mai
250 INT.
G. Cochell Bul
M. Leonard CZ
L. Griggs CZ
250 JR. DIV. I
D. Curtis Mai
M. Yorba Bul
G. Varner Hus
250 JR. DIV. II
G. Parker Hus
D. Broguiere CZ
D. Allen Mai
125 EX.
R. Meyers Bul
T. Cook Bul
B. Porter Bul
125 INT.
B. Porter Bul
S. Lopez Bul
G. Blazek Bul
125 JR. DIV. I
J. Speight Bul
B. Gray Bul
R. Benson Bul
125 JR' DIV. II
D. Giovannetti Puc
M. Langford Bul
B. Shade Puc
100 JR.
P. Cloward Hod
R. Atkinson H-D
A. Cancino Hon

SPEEDWAY
Orange County Fairgrounds
Costa Mesa, Calif.
Sept. 17, 1971
By Mike Capalite
1st DIV. III MAIN
Gary Handa JAP
Robbie Waite Jaw
Swede Fishburn Jaw
2nd DIV. III MAIN
Dan Fishburn Jaw
Mark Cherry JAP
Warren Roberts Jaw
FEATURE MATCH RACE
Ed Williams Jaw
John Fishburn Jaw
DIV. II MAIN EVENT
Dick Cochran Jaw
Bruce Flanders Jaw
Bob Hardison Jaw
HANDICAP CONSOL.
Dennis Gildehaus Jaw
Larry Shaw Jaw
John Fishburn Jaw
Guy Waterson Jaw
Mike Bast Jaw
Stu Morley JAP
SCRATCH CONSOL.
Scott Autrey Jaw
Mike Konle Jaw
Larry Shaw Jaw
John Fishburn Jaw
HANDICAP MAIN EVENT
Sonny Nutter Jaw
Les Chankey Jaw
Larry Moon Jaw
Bill Cody Jaw
Joe Fitzpatrick Jaw
Ruben Benites Jaw
SCRATCH MAIN EVENT
Mike Bast Jaw
Sonny Nutter Jaw
Bill Cody Jaw
Dennis Gildehaus Jaw

USRA MOTOCROSS
El Toro Speedway
Sept. 10, 1971
By Buzz Baty
100 DIV. I JR.
Harry Miller Ric
Larry Abbot Hon
R. Hansen H-D
100 DIV. II JR.
G. Blackwell Pen
M. Hayes H-D
B. Hudson Hon
125 EXPERT
B. McCugal Yam
D. Miller Bon
M. Dobbs DKW
125 JR. DIV. I
Brad Salata Ric
Kim Barker Suz
Lance Tidwell DKW
125 JR. DIV. II
Scott Miller Yam
Ty Scott Yam
John Van Breukern Yam
250 INT. EX.
Jim Wilson CZ
Bruce Baron Ric
Bill Barker Oss
250 JR. DIV. I
Greg Parker Hus
Kurt Hamilton Mai
Fred Hasenfuss Kaw
250 JR. DIV. II
Rop Gould Yam
Steve Barstack Hus
Jim Belding Yam
500 INT. EX.
Greg Smith Mai
Morris Malone AJS
Bruce Baron Ric
500 JR.
Don Marton Hus
Bob Dunshire Hus
Bruce Fickling —

SHORT TRACK
TTurlock, Calif.
Sept. 10, 1971
By Loretta Davidson
MINI-BIKES
DIV. * 8-10 YRS.
Louie Orozco Yam
DIV. II 11-14 YRS.
Mike Bowling Hon
DIV. III AM. RIDERS
Larry Thomson Yam
100 NOVICE
Fred Kelly Hon
Larry Burton Kaw
Dave Neilson Hod
100 JR.
Rod Halstead Hod
125 NOV.
Greg Greener Bul
Mike Runnels DKW
Max Pattee Bul
125 JR.
Skip Aksland Yam
Larry Dunagan Mon
Don Shipley Bul
125 EXPERT
Mark Asbill Bul
Jeff Davidson Pen
175 NOVICE
Richard Reece Hon
Robbie Wright Yam
Tom Cargill Oss
200 NOVICE
Ron Jorge Bul
Steve Hollingsworth Bul
200 JUNIOR
Greg Ferguson Tri
Dave Nelson Oss
250 NOVICE
Wayne Douma Bul
Greg Greener Bul
Steve Andrade Mon
250 JUNIOR
Rod Halstead Yam
Jim Osgood Hus
Don Clasby Oss
250 EXPERT
Ray Huff Bul
Merrill Beidleman Oss
Robert Doran CZ

SCRAMBLES
Lucky Spokes M.C.
Brush Prairie, Wash.
Sept. 5, 1971
By N.A. Williams
MINI BIKES
LITTLE WHEEL MOTO
Carney Johnson Kaw
David Mazour Hon
BE WHEEL TROPHY DASH
Don Gore Yam
A MAIN
Don Gore Yam
Jon Gladman Yam
Gary Burnett Yam
B MAIN
Stan Johnson Yam
Mike Obbink Yam
100cc BEGINNERS T.D.
Brian Burndt Hon
A MAIN
Alan Mazour Yam
Brian Burndt Hon
Mike Niday Yam
B MAIN
Stan Johnson Ste
Brad Walth Yam
100cc TROPHY DASH
Steve David Kaw
A MAIN
Steve David Kaw
Steve McCabe Kaw
Jon Gladman Kaw
B MAIN
Gary Fisher Kaw
Nick Rhine Kaw
200cc TROPHY DASH
Rick Shaw Kaw
A MAIN
Rick Shaw Kaw
Jim Curtis Bul
Chuck Brown Yam
B MAIN
Bob DuVall Yam
Ron Moser Bul
250cc TROPHY DASH
Rocky Sharp Bul
A MAIN
Robby Ohge Bul
Rocky Sharp Bul
Kelly Masteller Yam
B MAIN
Bob Masteller Yam
Tim Neal Yam
500cc TROPHY DASH
Ray Fisher Hus
A MAIN
Ray Fisher Hus
Robby Ohge Mon
Tom Johnson Bul
B MAIN
Kim Downey Gre
Jim Curtis Hon
OPEN MOTOCROSS
Bob Kasweter BSA

CAL-AM MOTOCROSS
Cal Expo
Sacramento, Calif.
Sept. 12, 1971
By Bruce Young
100 NOV. DIV. I
Bob Bohannan Hon
Jeff Sutton Hon
Mark Johnson Suz
100 NOV. DIV. II
Doug Knight Bul
Daryl Powers Hon
Troy Prior Hod
125 NOV' DIV. I
Terry Holder DKW
Mike Middleton Puc
Keith Harker DKW
125 NOV. DIV. II
Leo Schlumpe Pen
Tom Schirle Yam
Jim Jones Bul
125 NOV. DIV. III
Henry Ahalback DKW
Keith Germain Bul
Jim Kern Pen
125 AM.
Charlie Marshall Mon
Henry Lesie DKW
Joey Lodermeier Yam
125 EX.
Eddie Brown Hon
Billy Grossi DKW
250 DIV. I NOV.
Mori Norman Bul
Gus Pendleton CZ
Aren Clark Bul
250 NOV. DIV. II
Rex Brown Hus
Les Bailey Mon
Albert Rushton Bul
250 NOV. DIV. III
Keith Mathis Hus
Rick Davis Hus
John Connel CZ
250 AM.
Bill Scarlett CZ
Darrell Courtwright Hus
Mike Jennings Hus
250 EX.
Lonnie Foreman Hus
Russ Powell Hus
Allen Yarrow Oss
OPEN NOV. DIV. I
Jes Hinrichs CZ
Robert Poole BSA
Chack Tannland Hus
OPEN NOV. DIV. II
Pat Smithson Hus
Jack Coulombe Suz
Oroville Easley —
OPEN AM.
James Long CZ
Steven Whitney Mai
OPEN EXPERT
Don Stover Hus
Russ Powell Hus
Larry Bastoni CZ

CMC MOTOCROSS
Ascot Park
Gardena, Cal.
Sept. 17, 1971
By Eric Raits
100 JR.
L. Sugino Hon
D. Kelly Hon
R. Miller Suz
125 INT.
D. Miller Cos
J. Weber Bul
C. Bower Pen
125 EX.
J. Wright Ric
J. Scotland Yam
M. Garrett Pen
250 EX.
D. Pessy Oss
R. Baxter Mai
B. Messer Oss
250 INT.
S. Nutter Bul
D. O'Haver Oss
G. Messick Mai
250 JR.
A. Middleton Mai
N. Kuwahara Kaw
C. Forbes Mai
500 EX.
J. DeSoto Suz
B. Payne Mai
J. Weinert CZ
500 INT.
D. McKee Mai
M. Cobb CZ
M. Higashi Hus
500 JR.
G. Owen Hus
R. Elliott Suz
B. Muzzy Mai
125 JR.
R. Davis Ric
M. West Suz
R. Turner Puc

CORDUROY INTNERATIONAL TRIAL
British Empire Motor Club
Sept. 11-12, 1971
By Ron Schneiders

AWARD	MACHINE	PTS.
PREMIER		
Jack Penton	125 Pen	9
BEST OTHER		
Dave Eames	250 Oss	17
EXPERT 125		
Gene Cannady	125 Pen	30
Lars Larsson	125 Pen	36
Gorden Rezee	125 Pen	41
JUNIOR 125		
Guy Pearl	125 Pen	47
Larry Hack	125 DKW	102
Ted Kilvington	125 Hon	102
EXPERT 300		
Dave Lathem	250 Oss	19
Jim Helling	250 Bul	23
Robert Capistrant	175 Yam	24
JUNIOR 300		
Frank Stacey	250 Oss	35
Rick Cambell	250 Hus	41
Robert Yankus	175 Yam	52
EXPERT OVER 300		
John Greenrose	400 Hus	31
Ed Ortone	400 Hus	35
Joseph Morel	360 Hus	39
JUNIOR OVER 300		
Rod Cooper	400 Hus	23
Chris Settler	360 Yam	54
Robert Abel	400 Hus	58
SENIOR		
Piet Boonstra	250 Suz	67
BEST CANADIAN JUNIOR		
Ron Keys	360 Yam	60

(Please turn to pg. 33)

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BARSTOW M.C. — Trophy pick up — Hare Scrambles, Aug. 1, 1971 at the Cactus Cats on Sept. 19, 1971.

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AJS That new 10 fin Stormer really hauls. . . . .

Nutter Charges to Handicap Win

By Mike Capalite

COSTA MESA, CAL., Sept. 17, 1971 — Riding with a determination that was hard to stop, Sonny Nutter put on one of the finest displays of the art of working-your-way-up-through-the-pack.

It was the Handicap Main Event and as the gate went up, Joe Fitzpatrick grabbed the lead. Since Nutter and Bill Cody are both 60-yard men, Sonny got the jump on Bill at the onset. From lap one, Sonny methodically picked his way up through the pack, picking off rider after rider until there was only Joe Fitzpatrick and one lap to go. Sonny had a wheel under Joe going into the first corner, but he couldn't get enough to the ground to pull away and Joe held the lead.

Into the last corner they went, side by side with the fans on their feet and screaming. Halway through the corner, Sonny was on the inside and looking good when Joe blew it, he bobbled a bit in the corner and drifted wide. Sonny took advantage and shot across the finish line with Joe Fitzpatrick carrying his drift to the far wall and hooking a footpeg, which is just like putting on the brakes. Before Joe could straighten himself out and come across the line, Les Chankey, Larry Moon and Cody had beat him to it. It was a tough break for Joe, for he led the race for the whole distance and lost it in the last 40 yards.

Dennis Gildehaus was really getting it on in the Scratch races and as "The Mouse" pulled to the line in the Main, he got a large hand from the crowd. Dennis came off the line like a shot to jump into the lead and hold it for two laps. Mike Bast was a little determined to take this one away from Sonny Nutter, who was hot on his rear wheel. Dennis left the gate open and Bast and Nutter were right there to take advantage of it. As Sonny shot past Dennis, it was apparent that he wanted this win. He moved up on Cody and with one lap to go, dispatched him, setting his sights on Mike. Sonny kept at it as hard as he could, with both of them getting a bid hand from the crowd; Mike for his excellent win and Sonny for his excellent try.

The Division II Main had Dick Cochran taking the lead at the onslaught and holding it all the way to the finish with only Bruce Fanders able to give him a hard time. Bruce pushed him all the way but was not able to get around him and had to settle for a second with Bob Hardison third and Mickey Quade fourth.

The Feature Match Race this week pitted John Fishburn against Ed Williams, the boy that came out from New Jersey just to ride speedway last year, and has done so well this season. As the gate went up, Williams knowing that half the two-lap race is getting off the line first, did. John gave it his all to try for the lead from him, but in just two laps, there really isn't time.

The Division III Mains again had the appearance of a destruction derbury, but these boys never say die and every week they get better and better and the next hing you see them in Division II, then Division I. While these races may seem comical sometimes, the boys riding in them are dead serious. Working their way out of Division III is the only way they can get up to the money. The wins this week went to Gary Handa and Dan Fishburn.

(Results on page 14)

Dave Smith (10) of Escondido, Calif., was the big winner at Saddleback today. Smith is not to be confused with Dave Smith of Lakewood, Calif., who is a AMA National number 15. Inset: Dave Smith, the one from Escondio.

Dave Smith Tops at Saddleback

By Eric Raits

IRVINE, CAL., Sept. 19, 1971 — Dave Smith returned to the race track where he crashed painfully two weeks ago and won all three motos to earn a first in the 500 Expert class.

The Escondido teen locked handlebars with someone in a turn and ran out of track before he could get control of his machine at the last CMC motocross here Sept. 5 and landed in a rockpile on his knees and head. The damage was a broken kneecap and punctured leg.

Smith hobbled around Carlsbad last week bemoaning having to watch and not ride and decided he couldn't stand the sidelines again. He wrapped and taped the kneecap against doctor's orders to the chagrin of the other 500 class Experts.

Smith talked about his ambitions. "I want to ride motocross for a living, I want to go to Europe and ride and I want to beat Billy Urban." He and Urban are arch-rivals but good friends.

Dave starts his Senior year in high school this week and mused about the situation there. "My friends ask me each week how I did in the races but they don't really understand what it's all about. You can't really explain motocross to someone who's not personally involved. The school coaches keep trying to get me to go out for the football team and they and some of the kids act as if I'm a sissy for not playing football.

"I tried out for the team in my freshman year but soon found what a sadistic sport it is. I could get hurt doing that!" Dave thought a moment and said, "I realize I can get hurt racing but at least motocross is something I enjoy."

Dave will continue to practice three or four times a week dedicating himself to racing while the heroes at San Macos High wear a slightly different style of helmet. He leads an active life for a sissy...

In other action at Saddleback, entries were light and consistency was the rule. Smith, Mark Anderson, Steve Sullivan, Gary Cochell, Donald Curtis, Randy Meyers and Daryl Giovannetti all scored the hat trick to win their divisions.

Jay Peacock, Greg Parker, Bryan Porter, Jon Speight and Paul Cloward dominated their divisions, winning two motos apiece to take overall wins.

(Results on page 14)

baja wins again!

Dusters Hare Scrambles
Aug. 29, 1971
100 Expert Class
1st — Terry Clark — BAJA 100
(6th Overall)
100 Novice Class
1st — Rudy Abeie — BAJA 100

CMC Utah
Pony Express 200
(Two man relay team)
Aug. 29, 1971
100cc Class
1st — Larry Roeseler — BAJA 100
Earl Roeseler — BAJA 100
(10th Overall)

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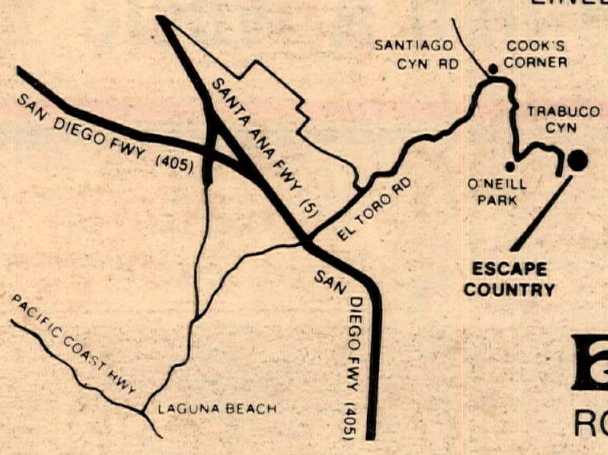

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Robert E. Lee takes Santa Fe National Championship on a

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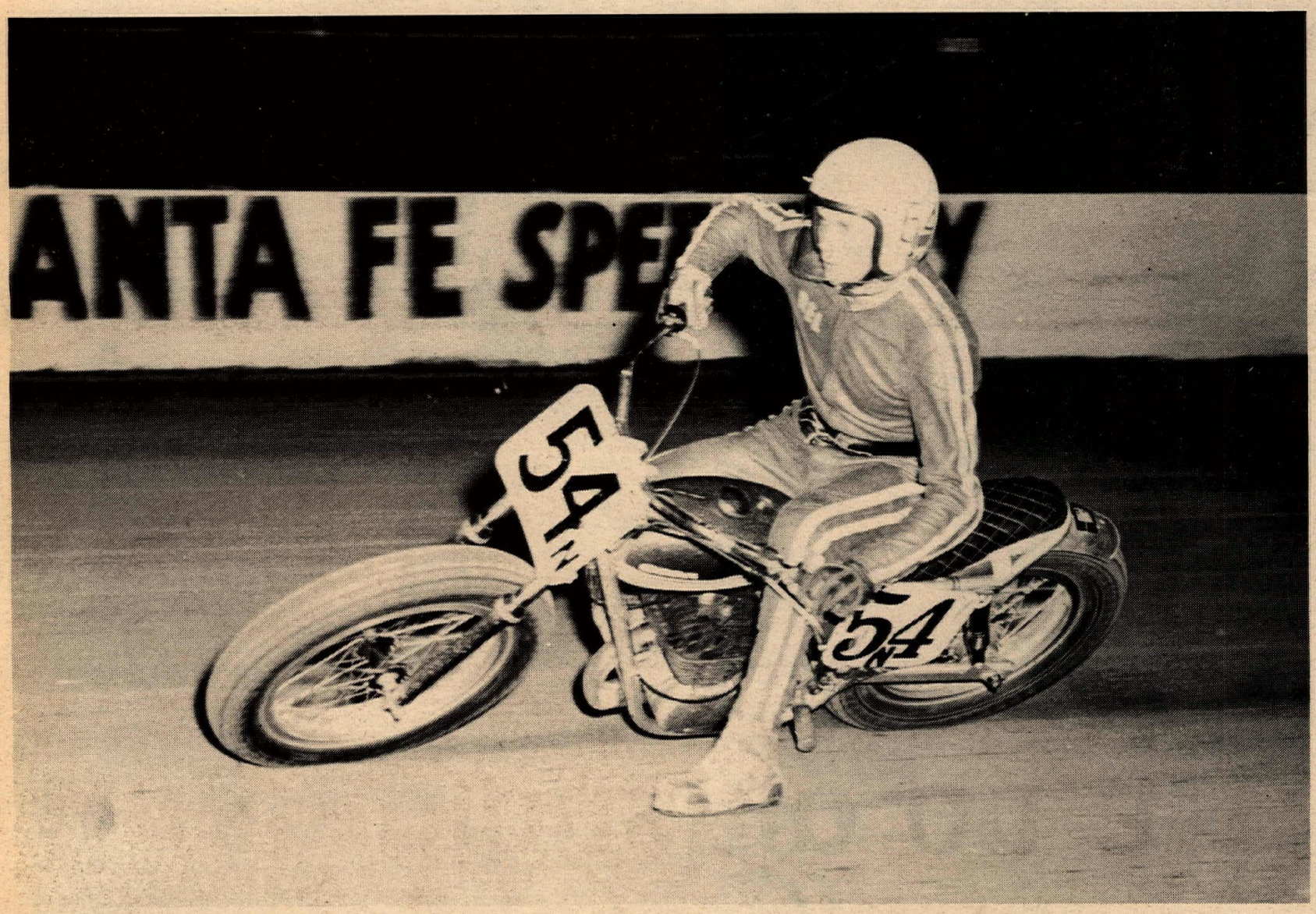

Someday we'll give him a whole Yankee....

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JACKPINE:

two days of the most superb riding to be found anywhere

By Ron Schneiders

HOUGHTON LAKE, MICH., Sept. 11-12, 1971 — For awhile it seemed doubtful that there would be a Jack Pine this year but, like Christmas, it's just too much fun to let die. So without much time to spare the Lansing M.C. dispatched a couple of its members to Houghton Lake, roughly 140 miles north of its home base. These members take a leave of absence from their jobs and are paid by the club to lay out the run. This system works very well and may account for a good part of the success that has crowned the club's efforts over the years.

The Jack Pine country is essentially mild, good riding country. Forests cover gently rounded hills and many dirt roads grid the territory. Rocks, cliffs, mineshafts and sudden dropoffs, the bike and body busting characteristics of both New England and western enduros, are unknown in the moist woodiness of Michigan. Instead there are hundreds of miles of trails that are like a motorcyclist's idea of heaven. Trails with real, honest-to-gosh soil on them, not sand and rock. Trails lined with trees, 30 inches apart.

That's what makes the enduro. The trails go through the trees as though they were a maze, making turn after turn after turn. Each turn is tighter than the one that preceded it. And while there's hardly a rock to be found, there are some worthy substitutes in the form of tree stumps about eight inches high lurking just to the side of the trails, ready to bust the tired rider who gets sloppy. Dave Ekins rode the Jack Pine one year and commented on the difficulty of fitting 32 inch handlebars between two trees 30 inches apart. I can report that it's getting easier. All the bark has been knocked off the trees at handlebar height so your gloved hands now slide on the smooth surface instead of getting caught on the bark. Still hurts when you hit, though.

Even with the trees, the trails are a joy to ride at, say, about 15 mph, but the club officials insist that you ride at 24 mph which does add a bit more spice. In fact, nobody can ride the woods at 24 mph. The good riders can come pretty close and they make up the time lost on the connecting fireroads, but getting ahead of schedule just doesn't happen very often on Jack Pine. The layout crew has a very precise control over the difficulty of the run: They simply vary the amount of connecting road. A section of woods 30 miles long with no roads guarantees that everyone will be late. Two-mile stretches of woods interspersed with two-mile stretches of road ensures that everyone will be on time or ahead. Last year there was very little catch-up breathing space and most of the riders were unhappy. (Except the good ones; they though it was great!) So this year the organizers made it a little bit easier.

Saturday's run was 236 miles long with little breathing space. Most of the day it was misty, with a light rain. The woods were extraordinarily dark and the mist made goggles and face shields a real problem. Many riders quit simply because they couldn't see where they were going. There were no "impossible" obstacles along the way; the worst was a muddy ditch that slowed some riders for a couple minutes. A difficult creek crossing might have given problems but there were a couple dozen spectators to help any rider who had difficulty. Mostly it was just a case of ride fast and miss the trees for nine hours. Ron Bohn was most successful at it: he finished Saturday's run with a points-loss of only 15. His arch rival, Bob Fusan, dropped out the run with a flat tire.

Sunday, the pace dropped a bit. The run was only 174 miles long and there was only one section where it was close to impossible to keep the schedule. Bohn dropped five points on that one. To keep the riders from becoming bored, there were a couple of interesting features added on Sunday. The first (in the morning) was the beaver dam. This is a pond with a silt bottom and a lot of slippery, slimy logs. Its banks are mutilated from 25 or 50 other Jack Pines. Pick the wrong spot and your engine goes "glug," as the water rises to the gas tank level. Hit a log wrong and the rider goes "glug." Again lots of spectators were there to help so it was usually nothing more than an annoyance.

In the afternoon there was sand. A couple of sand hills were to be negotiated both up and down and there was a mile or two of sandy trail. For local riders, used to beautiful soil surfaces on their trails, this was the most difficult feature of the run. A

(Please turn to page 20)

Next year all riders in the Jack Pine are going to be required to wear life jackets and have flotation chambers built into their motorcycles.

Cycle News
SECTION 2 Sept. 28, 1971 Page 17

When hot engine meets cold water, instant steam! There was enough steam generated here to press all the pants in Michigan.

Up until now he thought he was in a motocross...

That's not an iron cross on his helmet, it's a black shamrock. When he finds out how deep the water gets, he's going to wish he had a green one!

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photo: Don Woods

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the latest poop

By Papa Wealey

Don Brymer has his sights set on '72 with visions of some very interesting mile tracks for the Yamaha Gold Cup Series; can't mention any names as yet because the contracts haven't been inked but some horsemen may find they have something other to contend with than flies...

* * *

When we caught wind of Honda's little venture out to Indian Dunes recently, we checked into it further and guess what we found? It seems Honda will be purchasing its own little motorcycle park soon and opening it up to the public on weekends; during the week, however, it'll be off limits as they intend to use it for their own little "practice" sessions...

* * *

On the subject of parks, motobuffs will be happy to hear about the latest motorcycle park to hit Ma Earth, providing they live in Long Beach, Calif., (which most of the C-N staff does); it'll be on privately-owned Lions Drag Strip and the Lions fellows initiated eight-grand to say it's gonna happen...

* * *

That's not all that's going on there at Lions; some weekly drags are occurring and some near record runs just about every weekend like the eight-cylinder "2x4" Honda two weeks ago which beat, by the way, Tim Mark and not Sonny Raslawski...

* * *

Now that we have your E.T. attention, we just got word that a certain outfit is going all-out to stage the biggest drag meet ever right here in SoCal before the year is out...Things have yet to be put on paper but watch for this one — you'll know it when it comes...

* * *

We're constantly hearing about people asking about mechanic's courses and such; we know of two exceptional ones at Orange Coast College and at Gold West College, both in Orange Co., Calif., but in checking into it, both are filled up as far as they can go; they can't take another student so we'll start checking around for others and let you know...

* * *

Those big 500cc BSA MX'ers are beginning to show up around the country; Rollie Lawson was reported to be planning to sport the machine for the first time on a Texas motocross track this past weekend but it isn't the first time Texans have seen the machine in action — Robi Holbert won the Manor Downs Half-Mile recently on this same spiffy motor...

* * *

Riverside Raceway goofed royally which caused ACA head Wes Cooley a great deal of consternation; it seems way back when, the track somehow scheduled two events on the same day — one for stock cars and the other for bikes — and the bikes lost out.

* * *

Some quickies: Bob Bailey is looking to get together a conglomerate of machines for '72 so he can pursue "a higher National number"...Bruce Brown's "On Any Sunday" has already broken even and the rest is now profit...The District 37 Competition Committee is seriously considering allowing two-strokes to compete in Heavyweight competition; it is presently illegal by the rulebook...Sammy Tanner, who recently won his 400th official professional half-mile, has something big up his sleeve; watch for it soon on TV and/or radio...

International Report...

MV, makers of the incredible 350 and 500 Grand Prix road racers that Giacomo Agostini has campaigned for the past ten years with unprecedented success, had the crummiest day in a long time September 12 at Monza. Both of Ago's machines broke while newly-signed Alberto Pagini's 350 four crunched a clutch. The Italian spectators in the stands were speechless...Young Barry Sheene hangs on to the 125 World Championship lead by a thread as he goes into the last decisive round. He has a broken wrist, to contend with, among other things, as he meets Angel Nieto, the only man who can ace him, at the Spanish Grand Prix. At the same race, Rod Gould, also barely hanging on, will go up against Phil Read, a privateer who has held the lead all year until recently. West German Dieter Braun also has a good shot at the Championship if these two don't place well.

John Banks will appear on the Trans-AMA circuit aboard a CZ. Banks rode BSA til they dumped motocross a few weeks back and rode Husqvarna until the Czechoslovakia factory signed him.

scramblin' around

By Maureen Lee

By reports coming out of the last desert enduro it was more than evident that a few of the troops got done in by the heat, so we'd like to comment a bit on that. Why anyone would risk, and I mean risk, the desert without water with them is beyond me unless they were a little bit addlepated.

Now before half of the desert brigade gets out pens and paper and starts writing nasty letters to the paper declaring "What does she know about it? We've been riding desert for years and never had no trouble, etc." just think on this a bit. It wasn't too many moons ago when people didn't do much desert riding in the heat of the summer, it was darn near deserted but times have changed and racing continues when even snakes and lizards have the sense to keep under their rocks.

The rider who can rejoice in the name of "desert rat" knows what he's doing out there from experience. Not only that, the front runners have their clubs and sponsors and hoards of friends keeping tabs on them should trouble arise and he knows what his physical condition must be. But now we have all the hundreds of novices having a go of it, some of them of tender years and a vast majority of them so new to racing they have no idea how to get started and are jumping in feet first. Fine, there's no teacher like experience but the experience of heat prostration is not one to be taken lightly. It happens so fast you can't believe it. Should you be off the trail, lost and take a cropper you could very easily die, and without too much time wasted either. If you are lucky enough to just flame out, someone is going to be put to a lot of trouble to get you back in whether it be Rescue 3, the ambulance or the host club. A canteen could be the difference of between being hauled in or limping into the pit or next check under your own power.

Statistics show that the armed forces end up accepting one in seven draftees because the youth of American is basically that physically unfit. Lovely, ain't it, when other countries on less money can produce healthier people. Americans just poop out too easily in too great a number. So going on the fact that most of us aren't in the shape we should be you know that heat is going to get to you faster. So when the desert does get a little hotter than usual, take something with you, huh? It's just basic survival, not being a pantywaist. Wouldn't you rather be a happy pantywaist finishing your event than a vomiting, cramped up "hero" huddled under a bush praying someone will find you and maybe wishing the kangaroo rats would go off and hold their nightly barn dance somewhere else and let you die in peace? I would.

A canteen doesn't take much mounting on a bike, and we've seen some on some desert sleds belonging to some big names when the weather called for it. Maybe a ruling to make canteens mandatory under certain conditions would do the trick for those who don't care enough to think a bit. But one thing we'll guarantee...if you ever get a taste of what heat prostration, you won't be out there again without something!

m.o.r.e. from the capitol

By Russ Sanford

Z'BERG DECLARES WAR ON MOTORCYCLISTS

From his most recent actions, it would appear that Assemblyman Z'berg has mounted an all-out campaign against motorcycles and other off-road vehicles.

On Thursday, September 8, just four days before the scheduled hearing of AB 3069 by the Senate Natural Resources and Wildlife Committee, Assemblyman Z'berg's office furnished me with copies of his latest amendments to the Bill. In what can be termed as an all-out effort to eliminate off-road vehicles, AB 3069 is being amended to prohibit off-road vehicles on state lands except where the Department of Parks and Recreation has established and designated areas and trails specifically for off-road vehicles.

Mr. Z'berg has also added other amendments including an additional category to AB 3069 which specifies areas to be considered for closure to off-road vehicles. This 25th category reads: "Areas requested to be closed to recreational use by off-highway motor vehicles by an city, county, city and country special district, or state or federal agency."

An additional amendment reads: "The Department of Parks and Recreation shall, in conjunction with the Department of Fish and Game and the United State Bureau of Land Management and the United States Forest Service, study and inventory all state lands to determine which of such lands shall be recommended as suitable for recreational use by off-highway vehicles. State lands not recommended by the Department of Parks and Recreation as suitable for recreational use by off-highway motor vehicles shall be closed to such vehicles."

There are other less significant amendments and one which authorizes reimbursement to the Off-Highway Vehicle Fund from any matching funds received by the state from the federal government.

ACTION REQUIRED

By the time you read this, the Committee will have heard AB 3069. I will be there offering testimoney in defense of our rights. We have reported on AB 3069 at least three times in the recent past. However, from all indications not very many of you have written to *your* Senators protesting this Bill.

There is a possibility that I can 'stop' AB 3069 in Committee, but if I am not successful, there is only one opportunity left. And, that is to have it voted down when it reaches the Senate floor. If you haven't yet written to your Senator asking him to vote "NO" on AB 3069, you have just two courses of action:

1. Write a letter *NOW!* You only have about a week (at the most) after you read this before the Bill will be heard by the entire Senate.

2. Take a vacation, get your dirt-bike out and ride like hell before they shut us out entirely!

ON ANOTHER SIDE

In a recent MORE Newsletter, I wrote: "motorcyclists throughout the state are in the process of establishing a 'war chest' for the express purpose of defeating Assemblyman Z'berg at the polls by throwing all-out support behind any opponent who will work *with* the motorcyclists."

Since that newsletter was distributed, I have received numerous contributions from clubs and individuals which are earmarked for the "Z'berg War Chest". What I have no objection to collecting and holding these funds for that purpose, I wish to make it quite clear that I neither started nor am heading such a campaign. I was merely reporting information which has been communicated to this office.

In this respect, several large motorcycle associations representing several thousand persons who have actively and successfully engaged in politics of this nature in the past, have volunteered to help spearhead such a campaign in Sacramento during the next elections. Their reasoning being that Mr. Z'berg has repeatedly shown his feelings against motorcycling, and because he represents a portion of the Sacramento Area, he would serve as an example to other legislators that motorcyclists are organized, know "how" to use the system, and will not allow themselves to be treated as second-rate citizens.

In my personal opinion, Mr. Z'berg will be a difficult man to beat at the polls. In spite of many prior adversities, he has always succeeded. However, there may be some solace in knowing something that Mr. Z'berg apparently does not know: that several large blocks which have supported him in the past are headed by ardent motorcyclists who have indicated that they will throw their support in favor of Z'berg's opponent at the next elections.

In any event, I intend to sit on the sidelines and watch the fireworks. It promises to be quite a show.

Send comments or inquiries to the author, c/o MORE, P.O. Box 26062, Sacramento, CA 95826. If you are not now helping the cause of motorcycling, you can do your part by joining MORE for only $1.00 per year.

VOICES

(Cont'd. from page 4)

great part of the success of the movie (attendance) may have been due, we suspect, to the average rider who hopes to see himself thus depicted.

Yes, Bruce Brown made a very *good* movie — but, we feel he mised out on making a *great* movie — by catering to the shop owners, and shop and factory-sponsored stars, and the millionaires who can afford a stable of bikes, and the professional people, in general.

If this letter sound "sour-grapish" — it *is!* — after all — I did plunk down $2.50 in hopes of spotting my kid in the picture, didn't you?

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Yorba Linda, California

More on Jack Pine

(Cont'd. from page 17)

California desert rider's reaction would be "Sand? Where?!" The sand was fairly deep though and if you missed a shift going up one of the hills you either went to the bottom and tried again or you pushed. But just in case sand really bothered you, there were alternate trails around both sand hills!

The Jack Pine is an important run. Eight out of the top ten riders in the National Enduro Points standings were entered, looking for that elusive number 1. Bohn was leading, going into Jack Pine, by a whopping 36 points and with his win this weekend he is virtually uncatchable. But the race for second place is really getting interesting. There are six riders within 50 points of one another. Ed Schmidt, who was sixth this weekend, has probably moved into second with his Medium Class "A" win this weekend, displacing Norman Ford who was entered but did not win his class. John Penton was in third spot in the points standings and was looking for a win to put him in contention. Instead he was disqualified because he arrived at the finish check 16 minutes early. John contends that it was only 6 minutes, that the checker read the watch wrong, but he isn't going to protest. Bob Puckett was also entered, but since he didn't win his class, he will probably stay about where he is in the standings. Moving up fast is Ray Kussmaul who won the Jack Pine Class "A" championship. There are five Championships left, three on the West Coast, two in the East so the number two and three spots are still very much open to challenge. Bud Howesman, a California rider, is sitting patiently down in seventh spot waiting for some enduros out his way.

From almost any viewpoint, this year's Jack Pine was an excellently organized and well-run event. It was tough enough so that only about one third of the 600 entrants completed the course, but not so tough that there were cries of "Foul!" The course was quite excellently marked so that it could be followed even without the elaborate route sheet provided. From talking to the expert riders one gets the impression that the checks were very well placed, indeed. They got caught! There was a different method of scoring this year, by rider-carried cards. This method seems to work quite well. Results of the first day's run were posted within hours and results of the entire run were available Monday morning by 7:30. Quite a contrast with our western enduors.

For more than 25 years the Jack Pine has been considered this country's best enduro. Having roamed the area and ridden a good portion of the run, I can see why.

Mr. McKnight took a short cut to avoid the water crossing. Next year he'll find a short cut to avoid his current predicament and probably ride into a tiger's den.

Ron Bohn checks his two wrist watches prior to the run on Sunday. He has a third clock on the handlebars along with a roll chart and speedo. Note the headlight. It might be legal but it wouldn't be much use in getting out of the woods at night.

Most of the 400 mile run was through thick woods like these.

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The Corduroy Trials

As told to Ron Schneiders by Gene Cannady

"If they threw this thing in California, they'd have 1,000 entires!" said an enthusiastic Gene Cannady. But in Coboconk, Ontario, high in Canada, the Corduroy Trials drew only 234 entries. Part of the reason there are so few entrants if, of course, the location: It's a long drive from almost anywhere. But in addition, they are bucking the Jack Pine enduro which is held the same weekend. The Corduroy used to be an enduro and it used to be held the weekend after Jack Pine. No more. Not it is a trials very similar to the ISDT and the Berkshire and as such it is a valuable training ground for our ISDT team. So John Penton sent almost all of our trophy team up to compete in the Corduroy on the gigantic Penton bus. Jack and Jeff Penton, Dane Leimback, Jack Lehto, Dick Burleson, Gene Cannady and Lars Larson were entered.

The first day was the worst with 217 miles of tight twisty trails with lots of logs and stumps and two special tests to complete. "Not too much mud," said Gene. He was rather surprised, "But the trails generally were damp." There was some fireroads and it was nice for big hairy slides. The first special test was five miles of trail to be ridden as fast as possible. That was in the morning. In the afternoon there was another test, this one a hillclimb. "But not a hillclimb like we think of it," said Gene, "This was an uphill trail with rocks and stumps and several tight turns in it." It, too, was timed.

Near the end of the run Saturday was a 30-mile section of trail with no relief and that was where everyone lost their "golds", although in this trails it's trophies rather than medals. Even tireless Jack Penton lost nine points. Speeds for the day varied between 20 and 30 mph.

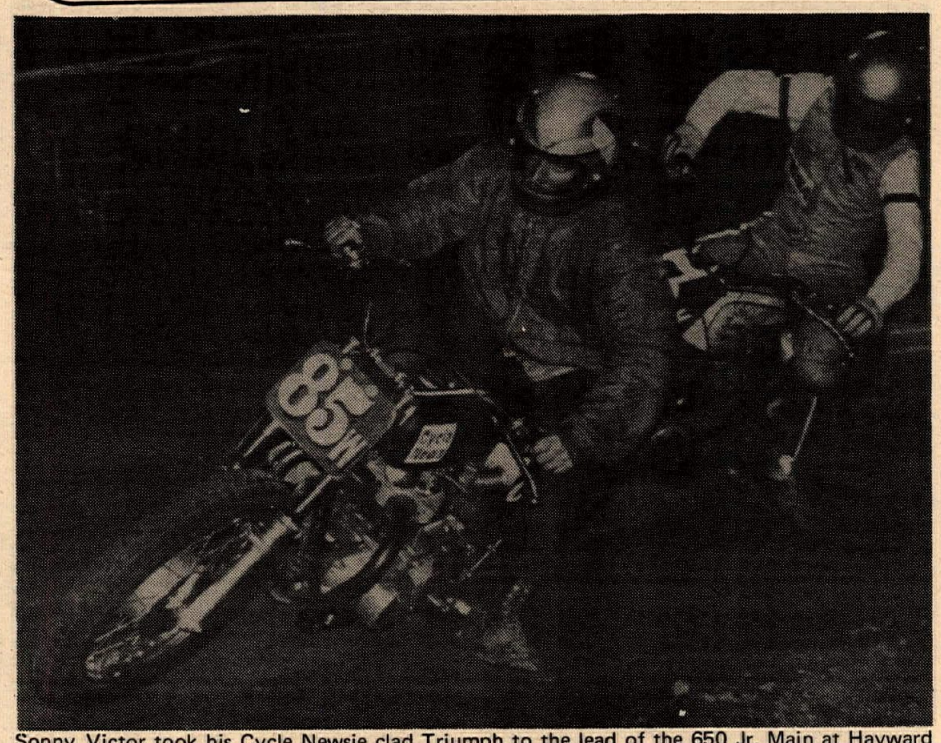
Sunday was a little bit easier: It was only 160 miles long. In the morning there was a special test similar to the first special test of Saturday, a timed cross-country run. In the afternoon, they had something different, four-section observed trials where you lost points for "dabbing" and such. Gene thought it was kind of neat. High spot of Sunday was a water crossing to end all water crossing. "It was a full 100 feet wide and two feet deep," said Gene, "I don't know how those bikes kept running. I could hear the exhaust note change when the end of the pipe went under water!" Most of the team, including Gene, were riding Pentons and the exhaust comes out right under the seat, quite high up.

By Sunday night the Americans had drained the cup, both bitter and sweet. The sweet was an overall victory by Jack Penton and virtual domination of the 125 class by Cannady (1st), Larsson (2nd), Dane Leimbach (4th), and Dick Burleson (6th).

The bitter was bad indeed. Jeff Penton, one of the trophy team members, broke his foot and will not be able to compete in the trials. His place will be taken by Dane Leimbach. Dane is a fine rider but he lacks the experience of Jeff. He was slated to ride on the manufacturers' teams in the trials this year. He is 20 years old.

U.S. hopes in the big bike class at Corduroy rested with big Jack Lehto and his yellow Husky, but it broke (transmission) and so the big gold bike stayed in Canada. The team arrived back in Lorain, Ohio, Monday morning and left Monday evening for Europe and the Six Days.

Cycle News North



Sonny Victor took his Cycle Newsie clad Triumph to the lead of the 650 Jr. Main at Hayward and never lost it. Hayward Speedway had decided to extend the season three more weeks.

AT CYCLELAND

Dietz Latest Short Track Ace

By John Noffsinger

CHICO, CAL., Sept. 11, 1971 – The one-sixth-mile oval here at Cycleland Speedway fell to Steve Dietz of Chico and his rapid Bultaco in the 200 flattrack events here. Steve, who had been riding a smallish Yamaha in the 100 classes most of the season jumped to the larger class last week, and this week really made his presence known. He won the 200 Beginner Main by over one straightaway, and was lapping the slower riders at the end. In the 200cc Handicap Main he pushed off to an early lead, appeared to tire for a time, losing some ground, and then in the last two laps again came on strong to win by some five feet over Roger Denny.

The 250 class was enjoyable watching all evening, and no one rider dominated the races during the evening. Steve Pestoni of Sacramento really hung it on the boys in the Expert Main, and won going away. However, Dick Turner, riding on, beside, or under his bike got one of his good starting shots and took the Scratch Main with relative ease. Pestoni tried to catch him; however, once in front Dick is hard to catch and extra hard to pass.

Brad Johnson and his little yellow Yamaha again was up to his usual tricks in the 100 class. Brad, off to a bad start in the Scratch Main had to pass John Armseniak, Dave Rathja, and Tom Southam, all on the outside. He appeared to do it with ease and his little Yamaha, is the fastest and most consistent machine in this class.

Paul Carter, Rancho Cordova made the adjustment to a new bike in fine order. Paul riding a Bultaco for the second time here at Cycleland pulled off sort of an upset in the 250cc Handicap Main. Paul, once past Dan Peterson, made like he knew there was brass at the end of the track as he took the Handicap Main.

(Results on page 14)

Foley Regains Point Lead

By Bill Spencer

HAYWARD, CAL., Sept. 11, 1971 – Pat McCaul (Ossa) had the 250 race pretty much his own way with a good start off the line. Mike VanLienden took up the second spot with Rick Hocking in close tow. At the halfway point, Hocking got by Mike on the outside of the spectator corner, much to the delight of the race fans, and by the end of the race was breathing heavily on McCaul's rear wheel. VanLienden held on for third over Mike Renslow and Ted Bailey.

While Foley was unable to trophy in the 250 class, he did much better in the 500 Main. He led Hocking around for the duration to put himself in the winner's cricle for the first time in about five races, but, more important then that, he regained the overall District point lead from the injured John Gennai.

Bud Smith easily ran away with the 650 Expert run with Tiffen Mullenax holding onto second after a collision with Jerry Chadim. Tiffen held second for the distance but near the end, he went wide in the back corner and when he went to bring his Triumph back to the pole, Chadim hit him. Chadim was then set upon by Dennis Spence and both fell. Spence was fast making his way to the front when he rounded the back corner to find no way around the faltering Los Gatos flash. Dan Hughes took over the third spot and held it for the duration over Mike Sarandria and Ron Talbot.

(Results on page 14)

TRACK RECORD TO JUNIOR SCOTT

By Dick Sjoboen

GRAHAM, WASH., Sept. 3, 1971 – 3,000 spectators turned out to see Randy Scott (Tri) turn on and set a new record here at this track's last professional event of the season. His qualifying time of 18.50 shattered Chuck Thielke's mark of 18.59. After a victory in his heat, Scott went on to sweep Junior honors, winning both the Dash and the Main Event leading all the way.

First year Expert Pat Marinacci (Tri) returned from a visit to the midwest tracks and was in peak form as he won his first trophy dash as an Expert rider. Later, Pat got the jump in the 20-lap Main and steadily increased his lead, winning by half a lap over Glen Adams (Nor) and Emil Ahola (Tri).

Washington's point-leader Steve Baker (Yam) was riding in his usual fantastic form as he swept the Novice Dash and Main Event.

Buck Murphy, Steve Baker, Randy Skiver, and Emil Ahola were each presented awards for their season point totals at Graham for the season.

(Results on page 14)

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Herrmann Romps Over Pro Foes

By N. A. Williams

CLACKAMAS, ORE., Sept. 10, 1971 – It was championship night and 60 riders showed up to try for a share of the $2100 purse.

Seventeen riders were Experts, with three of them national numbers.

Pat Marinacci (Tri) had second fast time (16.05) to collect an extra ten-dollar bill.

Overall fast time went o Junior Randy Scott (Tri) with 15.82, and he got an extra $50 for his efforts.

Glen Adams took the lead at the start of the Expert Main, with Jimmie Smith second and Ed Herrmann third. At the halfway mark it was still Adams, Smith and Herrmann. Williams had moved up to sixth place.

With just two laps to go Jimmie Smith went down and Herrmann moved up and passed Adams. Ed was now in first place and determined to hold it. He was just a wheel or so ahead of Adams at the white flag and the last lap was tough-and-go. Herrmann made the checkered first followed by Adams and Jones.

The Junior class had a turn out of just 10 riders and as usual Randy Scott (Tri) put on a good ride, winning his heat and the Main.

The Novices were all out for that last all-important point and although there were few riders down (and no injuries that were reported) there was some bent up machinery before the night was over.

The Novice semis were run with a little rain coming down and the Main saw more on the track.

On the first start of the Main Steve Baker got a good lead and in the second lap Jim Einarrson went down and took three other riders with him.

Once again Baker got out to a good lead for the win.

Near the end of the race Mike Yoder (Kaw) hit a bump, got out of shape when he came down, his bike broke in half.

(Results on page 14)

Turlock Opener

A well-filled grandstand of spectators watched the first of a series of Friday night Amateur short track races at the Turlock Fairgrounds. The crowd seemed pleased with the rapid pace of the program and the excitement provided by the 135 riders from a wide area of Northern California.

The 100 Jr. class was a hot contest between David Nelson of Turlock and Rod Halstead of Modesto. They left the rest of the field behind as David took the win and later repeated in the Main Event. He was one of the two double-class winners as he later took first in the combined 175-200 Jr. event, winning over the hard charging Greg Ferguson of Sacramento on a 200 Triumph. David was riding a 175 Ossa for the first time.

The other two-class winner was Steve Hollingsworth of Modesto who took first in the 125 Novice class over 26 other riders and returned in the 200 Novice class to win, riding Bultacos in both classes.

RICHMOND, CAL., Aug. 27, 1971 – Modern version of the old fashioned field meet. Here kids participating in a mini-bike rally in Richmond's Nicholl Park. Spearheaded by Jack Lewis of El Sobrante, the rally is sponsored annually by the Richmond Youth Advisor Commission. The object of the pictured action is to break the other guy's balloon to eliminate him from the game. Report and photo by James Brammer.

RENO PICKS UP SCRAMBLES

By Steve Young

RENO, NEV., Sept. 5, 1971 – The Nevada Trailblazers' Annual Labor Day Scrambles was a typical success. There was a good rider and spectator turnout, and though the track was small, it held up well.

Larry Herron received the evening's first trophy for his win in the 100 Novice race. He held off the crowd, Stan Pochop, in particular, and held the groove for the checker.

Ron Skinner did an outstanding job to win the 125 Junior Main. He rode low and fast to win by many lengths over Fred Bosh.

Jack Pine, riding cooly as usual, had the 175 Junior Main in the bag from start to finish. Jerry Hybarger, a popular long-time fixture in Reno racing, took a smooth second. It seemed as if he was going to have trouble from his equally popular brother Homer Hybarger, but Homer did a fantastic over-backwards wheelie at the start and while working his way through the pack, took a bad spill on the straight.

Cliff Richardson deftly won the 250 Novice Main on his new Rickman-Metisse. His good friend and racing partner, Brian Young, beat him to win their heat, but highsided in the Main.

Reno's questionable hero, Rich MacMurray returned from Speedway to win the 250 Junior Main. He got a great start and stretched his lead throughout the event while his followers fought among themselves.

Always exciting Windy Foreman won the Expert Main under some protest. The other riders were penalized for jumping the start, and Windy was the only rider on the starting line. It should be noted, however, that Windy won by considerably more than his "handicap".

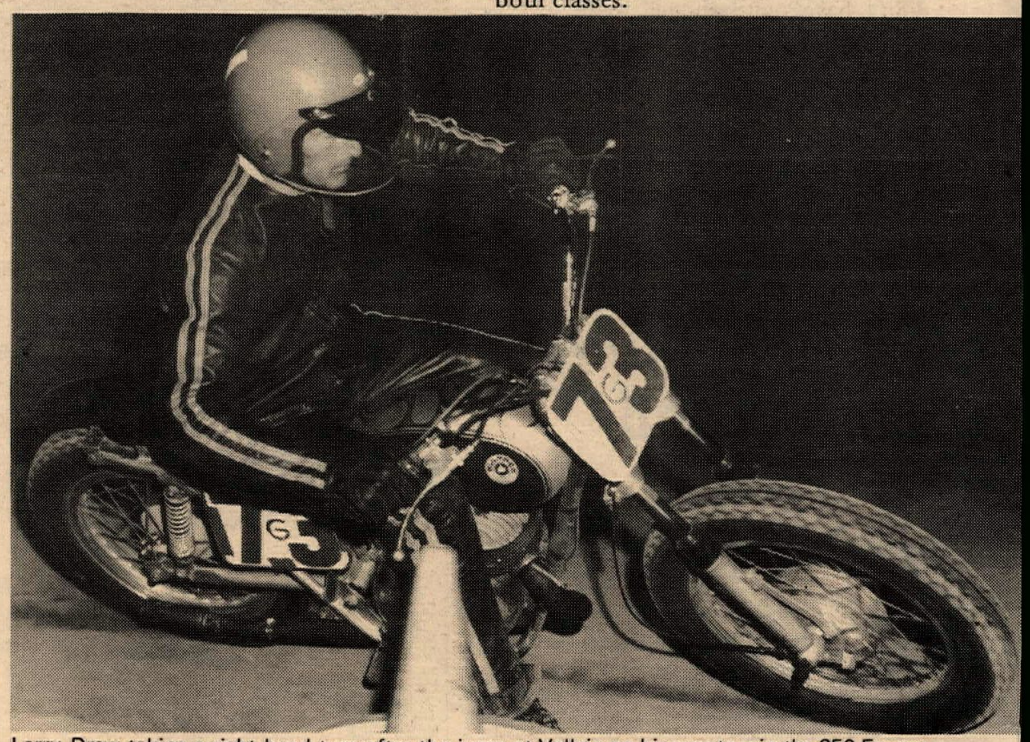
The 350 Novice Main was a strange race. The second place finisher, Bill Duvall, rode the last three or four laps on a very flat rear tire. He held the lead until it deflated and Ross R. Ross snuck by on the outside.

Probably the best ride of the evening was made by Larry Hansen in the 500 Novice Main. Hansen, who hasn't raced for the past two years, worked his way very deftly through the pack, passing mostly on the outside, to finish literally inches behind Jack Nash of Sparks, Nev.

The most exciting race was the 650 Junior/Expert Main. Charlie Stewart led the race until Jim McCracken of Madera, Calif., squeaked past him on the last corner. Dave Brant was right behind with his beautiful sweeper slides.

Although there was much controversy over the starts through the evening, the starter, Pierre Bares, a Sportsman Expert and a Class C Novice, did an outstanding job. He should be commended for his courage in penalizing cheating riders and for his overall fairness. He did a great deal to contribute to the success of the evening.

(Results on page 14)



Larry Drew taking a right hand turn after the jump at Vallejo on his way to win the 250 Expert final in TT Scrambles.

Drew, Leet, Helling Win Vallejo

By James Brammer

VALLEJO, CAL., Sept. 10, 1971 – Larry Drew won over a challenging Harry Dring in the 250 Expert final of the TT Scrambles at Valljeo tonight. Running a flawless race and with power to spare, Drew would pull away down the straightaway with Dring getting near through twisty corners on the infield. Dring made at least two attempts to pass getting beside Drew in the corner after the jump but Drew held firmly to the lead.

Danny Leet's apprenticeship is over. Emerging as a power to contend with on a Montesa, he defeated Maico mounted Jim Sailton to win the 500 Expert final.

Ken Helling, the 1971 Vallejo Speedway Champion, led a combined class of Juniors and Experts to the checkered flag.

With the 250 Novice class getting more competitive, five riders fell during the A-final chase won by Paul McMakin. Wheelie specialist Dennis Muelrath won the B final pulling wheelies as Russell Giffin gave chase.

Steve McCartney led the 100cc Novice action with Mark Narvez moving into second on lap two and Tim Coleman later moving into third place.

Randy Booth in the 250 Junior final charged into first position by passing a pack of riders in the first corner after the jump on the first lap. In the same race, Pat Lane moved into second place on lap two and Mark Lane into third in later laps.

Trophies were awarded to 1971 point leaders in eight classes with Expert Ken Helling getting the Vallejo Speedway Champion title for his 61 points earned in the 650 class. George Combs of the 125 Junior class was runner up with 56 points.

(Results on page 14)

Nerseth Just Went Too Fast

By Larry Ulrich

CHRISTMAS VALLEY, ORE., Sept. 5, 1971 – "Nerseth would have won it, if he hadn't went so fast." These words of wisdom came for the 41-year-old Seattle school teacher Ken Habeck.

Suzuki mounted Homer Mosley led the first lap and then A-1 Cycle sponsored Keith Nerseth on his 501 Maico took over. Nerseth battered his front wheel so bad on the rocks that his front tire came off. No flat tire, it just wouldn't stay on the rim. About 10 minutes later Habeck passed him for the overall win in the Christmas Valley 100 today.

The Klamath Basin M.C. stretched their annual cross country from 68 miles last year, to 79 miles this year. In 1970 the guys complained about it being a road race, and this year some of the riders were upset because it was so rough. And it was rough. No challenging sections, just mile after mile of solid rock. The dust was bad also. In this remote section of Oregon, there is a lot of alkali dust. If you were following another rider on a road and then decided to pass, that seemed like the time he would hit an alkali pot hole and it would look like an explosion and you couldn't even see your handlebars.

The second time around the 39.5 mile course it was a lot rougher. This Klamath Falls based club did an excellent job of running the race and to me, this means more than having a fun course. Several guys did not have fun, however. There was on broken back, a broken ankle, a broken arm Sunday, and a broken collar bone on Saturday practicing on the course. There were also numerous other injuries and bent bikes. Of the 249 starters only 90 managed to finish.

(Results on page 14)

Awards night for 1971 point series at Vallejo Speedway. From left to right, Champion, Ken Helling (5H), 650 class; Kent Johnson (76H), 500 class; Mike Vestal (9Z), 200 class; George Kalamaras (306G), 175 class; George Combs (77W), 125 class; and Billy Wilson (26H), 100 class. Two riders not attending were John Gennai (3), 250 class; and Kirk King (107c), 350 class.

LABOR DAY SCRAMBLES DRAWS D-36 CROWD

By Steve Young

RENO, NEV., Sept. 9, 1971 — The Nevada Trailblazers' TT was quite a success. Four black plates, Jim Foley, John Gennai, Rick Hocking, and Phil Nye came up in pursuit of points, but didn't fare too well.

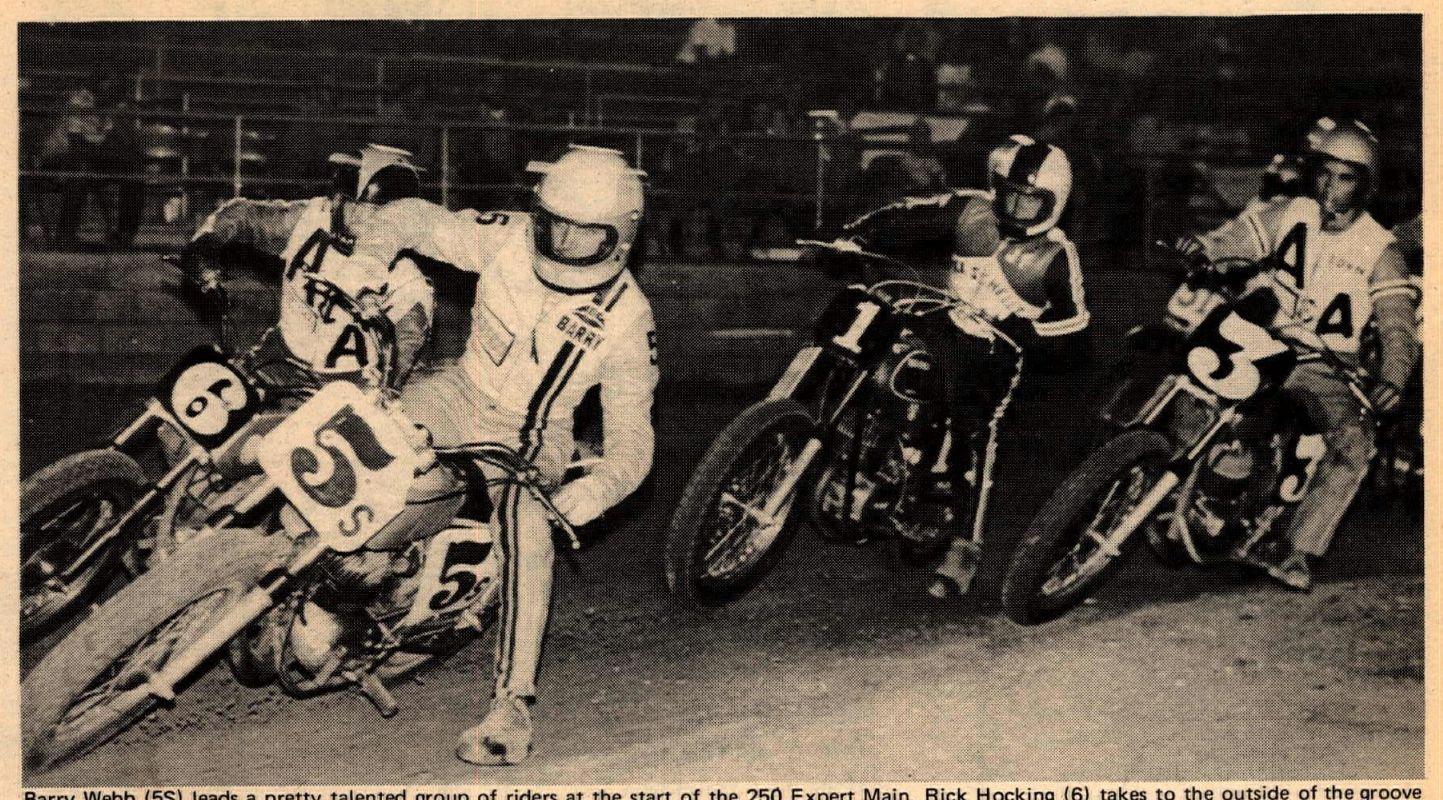
Foley, number one that he is, was able to double as usual, but not without some stiff competition from local riders Charlie Stewart and Barclay Trehal. Trehal gave Foley his first surprise in the 250 Expert Main. Riding for Nevada Cycle Sales, his 250cc BSA stayed right on Foley's rear wheel, and tried to pass but didn't quite have the beans. Late in the race Rick Hocking got by the frustrated Trehal to take second place.

Foley's next competition came in the 650cc Expert Main. He won, but only because one of the West's most under-rated riders, Charlie Stewart, didn't have quite enough room to get around. Stewart, in turn, was followed by Trehal on a stock TR6C he had never ridden before. Barclay, though fast, was very careful since he was riding his boss's personal "desert sled". The race would have been better had not John Gennai fallen out of contention in the first corner.

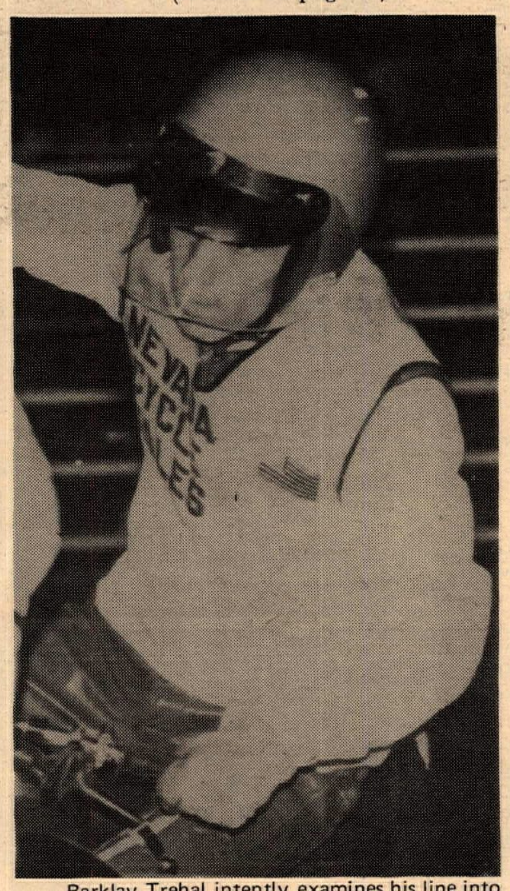
Another fast race was the 200cc Junior Main. Homer Hybarger stayed way out in front to win ahead of John Munson and his brother Jerry Hybarger (Homer's brother, not John's).

In addition to the entertainment of the races, the spectators were delighted with the half-time wheelie contest and with Trehal's speedway exhibition. It is indeed odd to watch an Eso go around a TT track.

(Results on page 14)



Barry Webb (5S) leads a pretty talented group of riders at the start of the 250 Expert Main. Rick Hocking (6) takes to the outside of the groove while Jim Foley (1) tries to hold off John Gennai (3) at Reno.



Barklay Trehal intently examines his line into the turn.

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A few weeks ago we printed a story concerning the District 36 ban of Blendzall Gold Label oil. Unfortunately, the headline suggested all Blendzall was banned from competition. This isn't true.

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Redwood Acres Awards Season High Pt. Brass

By Sue Bailey

EUREKA, CAL., Sept. 11, 1971 – Wilson's Saw & Cycle Team of Fortuna, Calif., took home four of the six four-foot high championship trophies awarded at the Northwest Championships at Redwood Acres tonight.

Bultaco mounted Ray Crivello raced his way to victory in both the Amateur Flat Track class and the Amateur Scrambles class. Team member, Gary Thompson of Eureka was awarded the Expert Flat Track win. Novice Jack Wilson, also atop a Bultaco, was high point in the Scrambles.

Kawasaki Expert Ray Beck finished on top in the Scrambles and Carl Ballew, riding a Montesa, took the high point Novice Flat Track trophy.

Crivello was hard to beat, although he finished second to Mike Thrash in the 250cc Amateur Main. This still gave him enough points to end up on top. In the Trophy Dash, Roger Robison pushed ahead at the start with Thrash close behind. Crivello made his move in the second lap, passed Thrash, held his position until the last curve before the final flag, when he poured it on and passed Robison for the trophy. He led all the way in the 250cc Flat Track, followed by Thrash, who was really hot and close behind, but couldn't quite pass champion Crivello.

Fred Pugh, also a member of Wilson's Saw & Cycle Racing Team, was high point man in the Amateur Flat Track class, until this race. His 250 Bultaco seized in the first qualifying heat. He completely rebuilt his engine prior to the Main Event, was one minute too late for the green flag, joined the race in the second lap and finished it. In the flat track race, he lost his pipe and it cost him the championship.

Roger Robison was triumphant with his Triumph in the 350-Open Amateur Trophy Dash. He pushed ahead at the line and Marion Matlock took it away from hin the second lap. Robison wasn't to be stopped and never gave up. It was so close at the checkered flag, a decision had to be made. Robison came out the victor.

In the Main Event, Clarence Oliver, after going over the high side of the curve in the qualifying heat during the last lap, pushed his Yamaha ahead of the pack. Matlock challenged Oliver from the beginning. He almost wheeled by him on the straightaway in the third lap, and finally made it in the same lap on the curve after the jump. Excited Oliver fell back, missed the turn and was out of the race. This put Robison into second position. He was pushing Matlock hard; both riders were determined to win. Robison finally took over on the first curve in the fifth lap for the trophy.

In the 250 Novice Main, Stan Thrash and Lawrence Sorenson went down coming off the jump. Thrash flopped and Sorenson stumbled to keep from hitting him. Glenn Corner had already taken first away from Thrash on the curve just before the jump, but this left a clear track for him to go on to win.

Glenn Corner and Carl Ballew were neck-in-neck in the 250 Novice Flat Track Main. Wayne Adams took the early lead with Corner and Ballew leaving him behind in the first lap. Ballew sneaked by on the inside of the second curve in the fifth lap to lead until the seventh lap. On the far straightaway, Corner took over. It was a close race all the way to the finish line. Corner did it. Ballew came in a close second.

ELDER ON THE MEND

Bill Elder, National Number 86, who was seriously injured last month in a collision at the Oregon Sidewinder's TT, is reported to be home recuperating.

(Results on page 14)

Turlock Continues ST Series

By Loretta Davidson

TURLOCK, CAL., Sept. 10, 1971 — The Westside Eagles M.C. played host to 138 riders along with 14 mini-bike riders in the second in a series of five Amateur Short Track races.

Louie Orozco won the 8-11 years division of minis showing a lot of patience waiting a chance to pass. Mike Bowling, coming out of the hole first, did not allow anyone to challenge in winning Div. II. Ted and Jeff Davidson battled valiantly for the Div. III win only to tangle in the back straightaway and fall leaving it open for Larry Thompson to take first.

The 100 Novice Main led off the night's excitement with Fred Kelly jumping into the lead from the start with all the action behind him. Larry Burton was having a battle with Dave Neilson, who couldn't pass before the checkered.

After the 125 Novice Main was led all the way by Greg Greener, Larry Dunagan appeared on the way to doing the same thing in the 125 Junior Main only to have Skip Aksland take away the lead inches from the finish line.

Showing the talent that it takes to earn Expert plates Mark Asbill and Jeff Davidson battled out the 125 Expert class with Mark finally pulling it out.

The 175 Novices had their usual amount of restarts for riders down in the first turn. Rich Reece decided it was time to take home some first place brass and fought Robbie Wright who just couldn't regain his lead.

Getting started was a big story in the 200 Novice Main. The first start found four riders down in the first turn calling for a restart. After getting lined out and running, several more riders went down causing some concern. It didn't seem to bother Ron Jorge and Steve Hollingsworth too much though as they finished in that order. Greg Ferguson took an early lead only to have Dave Nelson ride his rear wheel all the way for third, battled for the lead. Greg Greener (having won the 125 Novice) decided he wanted a piece of the action, gave a hearty try and succeeded in taking second from Steve.

Rod Halstead liked first so well in the 100 Junior that he decided that was what he wanted in the 250 Junior also. The next three positions were the hardest fought for finishing with Jim Osgood second, Don Clasby third and Don Shipley carrying a new number along with his new Junior plates taking fourth.

The 250cc Expert Main was no surprise as the old man, Ray Huff, jumped into the lead and showed the others the way around the track. Merrill Beidleman, after being out for quite some time with injuries, tried his best but just couldn't quite catch Huff as Robert Doran played the waiting game to take over in case of a mistake which the others didn't make.

Although there was a lot of spills in tonight's action, the ambulance never had to move. The remaining dates on schedule are Sept. 24 and Oct. 1.

(Results on page 14)

YANKEE MOVES

The western office and warehouse for Yankee Motor Company moved to new quarters in Harbor City, California. Kenny Clark, V.P. and western manager for Yankee explained acquisition of this new site was necessary to handle Yankee's expansion program of new products and improve dealer service and distribution. Besides distribution of Ossa motorcycles and parts — Full Bore oils, boots, chains, Yankee will now distribute a new series of Full Bore tires.

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Reno Speedway Ends Season

By Steve Young

RENO, NEV., Sept. 2, 1971 — The Speedway series ended with a pop; everything went wrong. It was colder than HELvetia, few riders made the trek to the "Biggest Little City", and the few spectators that came were not overly enthusiastic.

There was one rider who overcame the general ennui. John Cunningham of Fallon, Nev., got it together and won the Handicap Main and the Scratch Main Events. For the few races he has entered, John has improved tremendously, just as he has in his last year of Sportsman riding.

Barclay Trehal won the quick Handicap Consolation. He outspun Butch Corder and second place finisher Chuck Hatcher. In their heat race Corder and Trehal swapped the lead about six times, but in the Main Barclay just stayed out in front from the start.

Mike "Legs" Rooney acted as though he were racing for a TR3 as he cleaned up in the Scratch Consolation. He was closely trailed by John Fishburn who rarely has to ride a Consolation.

The Scratch Main was one of the most exciting races due to the shock of watch Dave Gifford fall. Until Gifford got into his spot of bother, the four contestans were nip'n'tuck. Stu Morley, who lost much time missing Gifford, was right behind Cunningham for the flag.

With this Reno season ended, the "masses" seem to think that if Reno can get stronger promotion next spring, Speedway can really come to life in Reno.

(Results on page 14)

CONVERSATION PIECE

(Overheard recently at the Cal Expo Moto Cross, Sacramento).

1st Spectator: "Hey you old son-of-a-gun, where'd you get all those six packs?"
2nd Spectator: "You dumb or something? This race is sponsored by Olympia and I just happened in the right place at the right time. Help yourself."
1st Spectator: "Sure is a pleasant way to watch racing. Some of those other beer firms had better follow Olympia or they ain't gonna sell any beer to the motorcycle guys."
2nd Spectator: "Okay, okay, that's enough of the commercial. Who do you work for anyway? Just cool it and watch the bikes."
1st Spectator: "Jeez, did you see that guy pass those two back markers?"
2nd Spectator: "Yeah, that's Doug Grant, the young AJS 'works' rider. He's super neat."
1st Spectator: "No kidding. What sort of bike did you say he's on?"
2nd Spectator: "AJS. Don't ask me what it stands for but they're English and made by the Norton people. Very strong on handling apparently, although the new ones like Doug rides are supposed to have a much zappier engine than last year."
1st Spectator: "Is that right? I'm gonna take up 250 Moto Cross soon and no way will my present clapped out scooter stand up to courses like this. I'm wondering what I should buy."
2nd Spectator: "You could do a lot worse than get an Ajay. They're getting stronger by the minute."
1st Spectator: "How come you know so much about 'em?"
2nd Spectator: "I just know about all the makes and I spend my Sundays waiting around for guys like you to ask questions. If you take my advice you'll get yourself a new Ajay Stormer and get hauling after Doug Grant.

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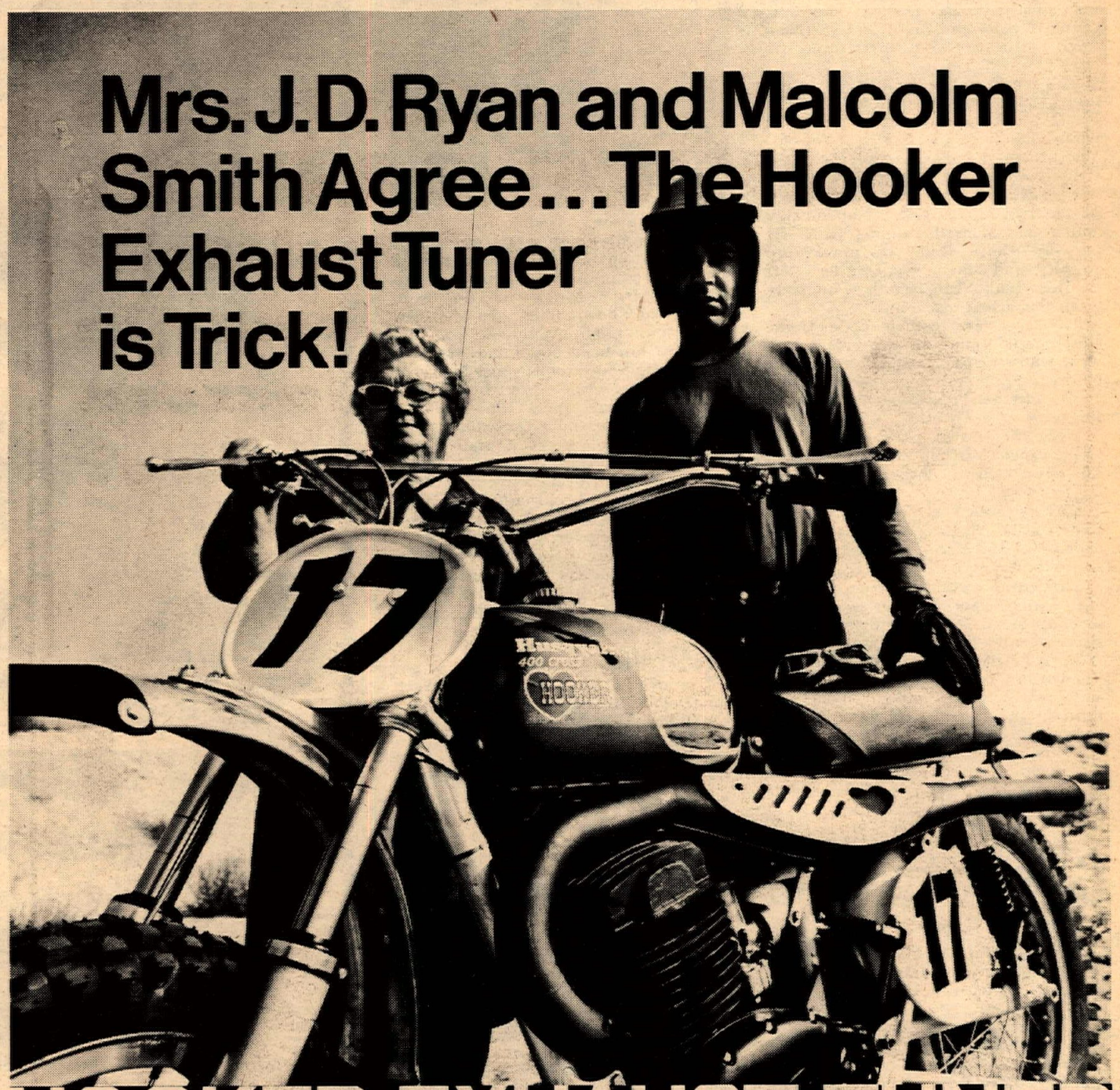

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WRITE ON...AND ON AND ON

Four Association Membership Secretary, Mary Anne Campbell (left) and administrative assistant Anne Brown (right), count the signatures of thousands of New Jersey motorcyclists. This petition is one of several initiated by New Jersey Four Association members to open the Garden State Parkway to motorcycles. The petitions will be presented to New Jersey authorities and Washington DC figures. Copies will also be forwarded to AMA and MIC in the hope that coordinated action and pressure will end motorcycle discrimination on the parkway.

SOUTH BAY HAS SWEEPS

By Dave Green

CHULA VISTA, CAL., Sept. 12, 1971 — Buggy Collie, Myron Carter, Ray Vanderpool, and Carl Byers were the stars of the AMA sporting TT races held at South Bay Speedway.

Collie won three motos, gave a demonstration of trick riding, and rode the most popular race of the day. Carter, Vanderpool, and Byers each won three motos to sweep their respective classes.

Collie, a Novice in the 500 class, went into his act after taking a large lead in the first moto. He crossed the finish line while standing on the seat of his Yamaha and doing a wheelie.

In the second moto, Collie was leading when he fell in the switchback of the first lap. Buggy got up quickly and found himself running fifth. He passed Debbie Reon to move into fourth, and then went after Jeff Zwoster and Neal Hereth who were waging a battle for second.

The fans came to their feet as Collie closed rapidly on the two riders, and went wild when he passed both of them before the jump on the second lap. Only J. R. Mitchell remained in front of Buggy.

With the crowd cheering him on, Collie caught Mitchell and passed him in the switchback of the third and final lap.

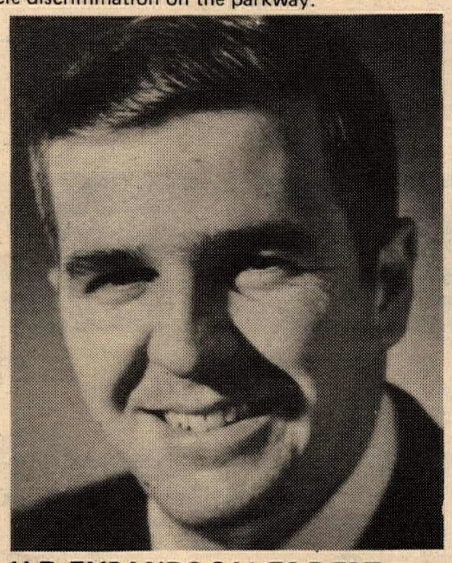
Carter's sweep came in the Open Expert class. All three wins were at the expense of Jim Harmon, who turned in a trio of seconds.

Vanderpool was the winner in the 500 Expert class. There was a tie for second place as a trio of riders each had a second and a third in the motos.

Mark Peters and Scott Parker trailed Vanderpool in the first moto; Parker and Jack Sweeney finished second and third in the second; and Sweeney and Peters ran two-three in the third.

Byers swept the 125 Expert class. Earl Roloff finished second in all three motos and Bob Hartley turned in a pair of thirds to finish in the class.

(Results on page 14)



H-D EXPANDS SALES DEPT.

A record year in motorcycle sales for Harley-Davidson, and the recent addition of snowmobiles to the product line, has resulted in the creation of a new position in the Sales Department to assist Mr. Charles Thompson, Motorcycle/Snowmobile Sales Manager. Mr. Ron Edmondson of Jackson, Michigan has been appointed Assistant Motorcycle/Snowmobile Sales Manager.

Mr. Edmondson has been with Harley-Davidson since 1963 holding positions in the Sales Department and Kilbourn Finance Corporation, a subsidiary of Harley-Davidson. Most recently, he has been active as District Manager for the Michigan/Indiana area.

In his new position, Mr. Edmondson will be assisting Mr. Thompson in all Motorcycle and Snowmobile sales functions including the direction and coordination of the activities of District Manager and the recruiting, training and supervision of Sales personnel.

OIL'S WELL

Sammy Tanner says his Lubri-Tech fork oil now comes in a 16-ounce container in addition to the 12- and 24-ounce size. The can is adorned with a line-shot of J.N. Roberts doing a neat trick and complete recommendations on the back. Sammy is at 510 W. Anaheim, Wilmington, CA 90744. Phone: (213) 830-4040.

Corbett Roars at Trojan

By Art Loya

SOUTH GATE, CAL., Sept. 9, 1971 — No question about it, Danny Corbett of Downey, Calif., turned in one of the best riding efforts to date tonight at Trojan Speedway in winning the 250 F.T. Main Event on a Bultaco powered speedster. Coming back from a painful spill directly in front of the grandstands during a heat race, Corbett, nursing a bruised left leg, finished second in four Main Events and then just barely able to climb on his mount, turned back a strong 16-rider field and a determined Dave Arrambide (Oss), to win the final Main of the 30-event program.

Dave and Mike Arrambide of Ventura, Calif., entered as Hockies Racing Team, formed some of the stiffest competition of the evening. Mike, getting in only a few practice laps aboard his Ossa mount on the fifth-mile clay oval, turned in a stellar performance in winning the 250 TT Main over second place Corbett. Third was Rick Goade, who earlier on the first lap triggered a four-rider spill going into the TT course, after losing control of his mount while attempting to stay upright.

Thrills and spills were the order of the evening as numerous riders hit the dirt in spectacular fashion. Larry Thompson of Simi, Calif., provided fans with an electrifying spill and then was run over by another rider only to bounce right back and continue action in another event. Roy Widener, and Marv Heemsbergen, running second and third in the 100 TT Main, tangled before the jump, but were not injured. Well, maybe a few lumps!

Bobby Sanders, making his bid for a quadruple championship season, continued in his winning ways by scoring wins in the 100, 125 TT, 100, and 125 F.T. Main Events.

That brand new ABC leather suit must have been a lucky omen for Rick White who went out and soundly defeated a top field in a 250 TT heat race. Needless to say, White, a Junior, was one heap happy fella having just beaten Senior rider, Rodney Parsons.

The team of Coberly and Dan Jones were victorious over second place team of John Asbury and Alan Thielmann in one of the program's highlight, the Buddy Race.

(Results on page 14)

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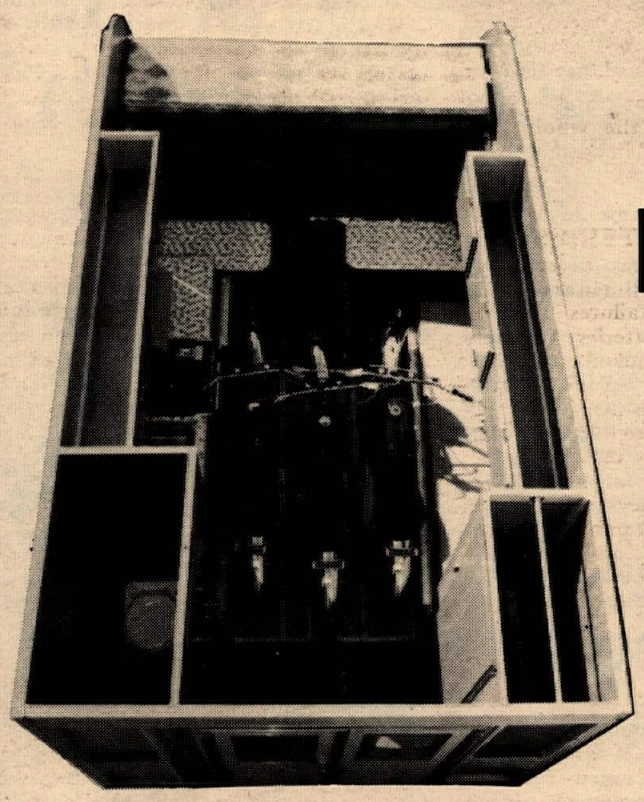

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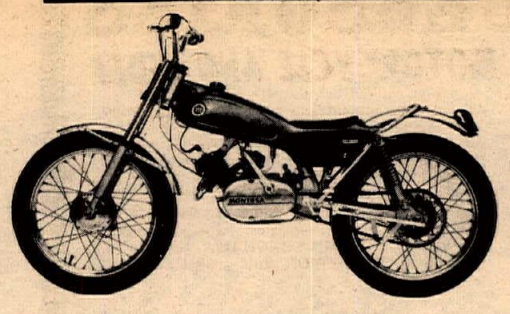
New Stuff & Things



BRINGING UP JUNIOR

Hey, Dad, how's the kid doing on his Mini-Enduro? Well, if enduros aren't his speed, put him on Montesa's new Mini-Trials. The bike is a miniature of the famous Cota 247 Trials but features easier controls by way of 1.6 horses, two speeds, a centrifugal clutch, 71 pounds, and a 38½ inch wheelbase. See your Montesa dealer. As the brochure cunningly points out, is your child the next World Trials Champ? Only one way to find out.

OR,

If you just found out the kid doesn't want to ride enduros or trials, I mean if he just wants to, you know, *cruise*, get him the Harley's new mini,

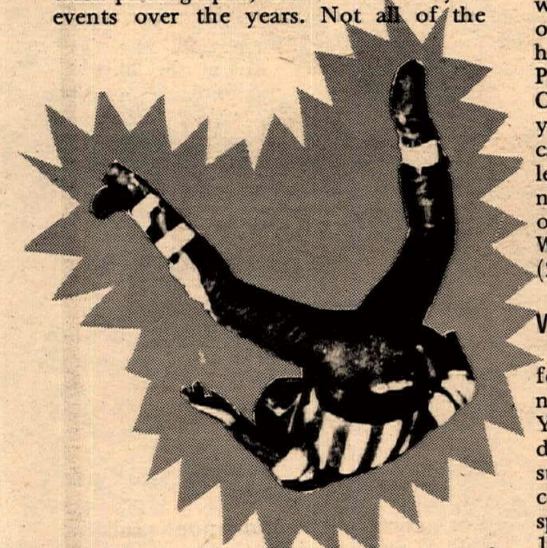
the Shortster! It's got three speeds, lights, high-rise bars, the whole shot. Good ol' H-D is hangin' in there.

ASSAULT ON BATTERIES

Zeta Engineering has developed a solid-state battery eliminator that eliminates all bike failures that are associated with batteries; namely, corroded terminals, cracked case, Water Zero, death. The Zeta battery eliminator also weighs somewhat less than a battery, tipping the scales at seven ounces. The only drawback, they admit, is you can't use the electric starter with the new device, but Honda Fours are lousy for scrambles, anyway. It costs just a teensy bit more then most batteries, too. Write Zeta Engineering, 2317 Mantis Ave., San Pedro, CA. 90732.

CRASH PROGRAM

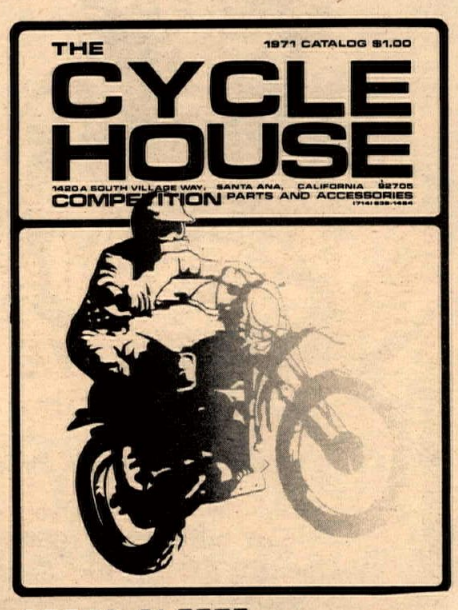
"Getting off," "coming unglued", "going on your head" or whatever you call it, crashing is as much a part of motorcycling, for some of us, as gasoline. Now Dennis Greene, a former Cycle News staffer, has put together a Life Magazine-size book of his best crash photographs, taken at a variety of events over the years. Not all of the



pictures are crashes; there is one of Keith Mashburn demonstrating his wheelie technique (on the *FRONT* wheel) and Baron Clyde Van Schnazy crossing up in the altogether. If you enjoy good pictures or just want something startling to leave on your coffee table when friends come to visit, pick up a copy of "K-Boom, the Art of Krashing" by Dennis Greene or send $3 to K-Boom, Dennis Greene Photography, 7310 Adams St., Bldg. E., Paramount, Cal. 90723.

WEAR A CAUSE

Fred Moxley over at Penton Northwest sent us a couple of T-shirts to test. They feel good and look sharp. They also come with the "Less Sound — More Ground" logo over the wearer's heart. Fred's got lots of them, last we heard. 1127 Court Street, Medford, OR. 97501.



ORDER, PLEEZE

What this world needs is a decent mail-order house that has an intimate knowledge of motorcyclist's needs. Cycle House is the closest thing to come along yet. They stock all the good items — NGK, Girling, Mavricks, Flanders, Webco, Bates, J&R, you name it. Some of their prices are downright fair, too. Get a catalogue for a dollar. 1420 A South Village Way, Santa Ana, CA 92705. They have a showroom, too.

DIAL YOUR OWN

A couple of weeks ago we featured a neat item, the Superruler; Vernier-type calipers made of tough plastic and is quite accurate. Above all, it costs a mere $3.95. Now you can get the same thing, only with a dial guage for even easier reading. Good buy at $7.95, order from EBE, Inc., Box 1236, Gainseville, Fla. 32601. EBE has slide rules and other things, too.

NUMBERS RACKET

If you're one of those shoes who belongs to 47 sanctioning organizations, you must get tired of hassling with number plates. Cycle Products West is pushing their Kwik Change Number Plate covers, just for you. Based on the revolutionary shower cap principle, these heavy-guage leatherette covers go over your usual number plate with ease. $3.50 for a set of three; dealer inquiries invited. 11900 W. Pico Blvd., W.L.A., CA 90036. Call (213) 477-0997 or 473-7996.

WEBHEAD

Webco, in their never-ending search for more beans-per-pop, has developed a new head for the Kawasaki F-6 and F-7. You can gain three or four horses while dropping running temperatures substantially. It will also take a compression release, not to mention a spark plug. Part number 3192 (for the 125) and 2201 (175), costs $39.95. Webco, Inc., 218 Main St., Venice, CA. 90293.

BAR-GAIN

It's a lot easier to bend your bars out of shape than to bend them back, for some reason. A quickie replacement for budget-minded buyers are the motocross irons from Cosmopolitan Motors. They measure 28½ inches wide, 7 inches high, and list at $6.75. Write Cosmo at Hatboro, PA. 19040.

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Green Valley...

Triple Header That Draws

By John Blanton

GREEN VALLEY RACEWAY, TEX., Sept. 12, 1971 – Since taking over the riding of the 750cc Storm-sponsored Norton last June, Mike Odem has exercised almost complete mastery over the Open Grand Prix class in Texas road racing. Today he continued the sweep with an uncontested win over Mike Cone on a BSA 750 and Robert Jandebuer on a Honda Four.

Right from the shot gun start up the Green Valley Dragstrip, the Norton pulled the remainder of the field shamefully, and afterwards no one could even catch its wind. Mike McAdams from Austin, on a 500cc Suzuki did the best of any of them in keeping up with Odem, but just past the straight, and scant laps later the two-stroke quit due to unassessed engine troubles.

Off the end of the straight at turn three is a fine place to take pictures, but it is a hot place to be when things start popping, as they did in the 250cc heat. Jet Tharp, lying a very close fourth behind David Watkins, suddenly cast his TD2 to the wind as he dived into the corner. The Yamaha came to rest on the grass, its ruptured tank spewing gasoline onto smoking exhaust pipes. Tharp preferred not to get up from where he stretched his length on the lawn but declined my offer to summon the ambulance. At that point another group of bikes came by, and suddenly Pee Wee Gleason's Yamaha was lying on the grass beside Tharp's. Something was obviously wrong. No chance to warn Larry Beall charging up the road, just time to run for it when his high-bar Honda came hurtling off the course.

I asked Larry what was wrong, and he observed that it sure as hell was slick out there. We walked out on the course where he pointed to a stream of oily gasoline. Obviously some bike, probably Tharp's, had been spewing it for a good distance, because it started way up the road, beyond the point of Thrap's spill, and continued up to the wreckage of the number 22 Yamaha. More riders were coming and frantic attempts were made to warn them. The Ducati team of Tommy Hall and Jerry Brust came through in very close formation, and Hall pitched head-long off the course, the last victim of the oil. The final score: four bikes down and out of competition, but no serious injuries. Mike Odem, a TD2 rider, had been chasing similarly-mounted Mike Kidd prior to the confusion, and sometime before the finish, he got by him.

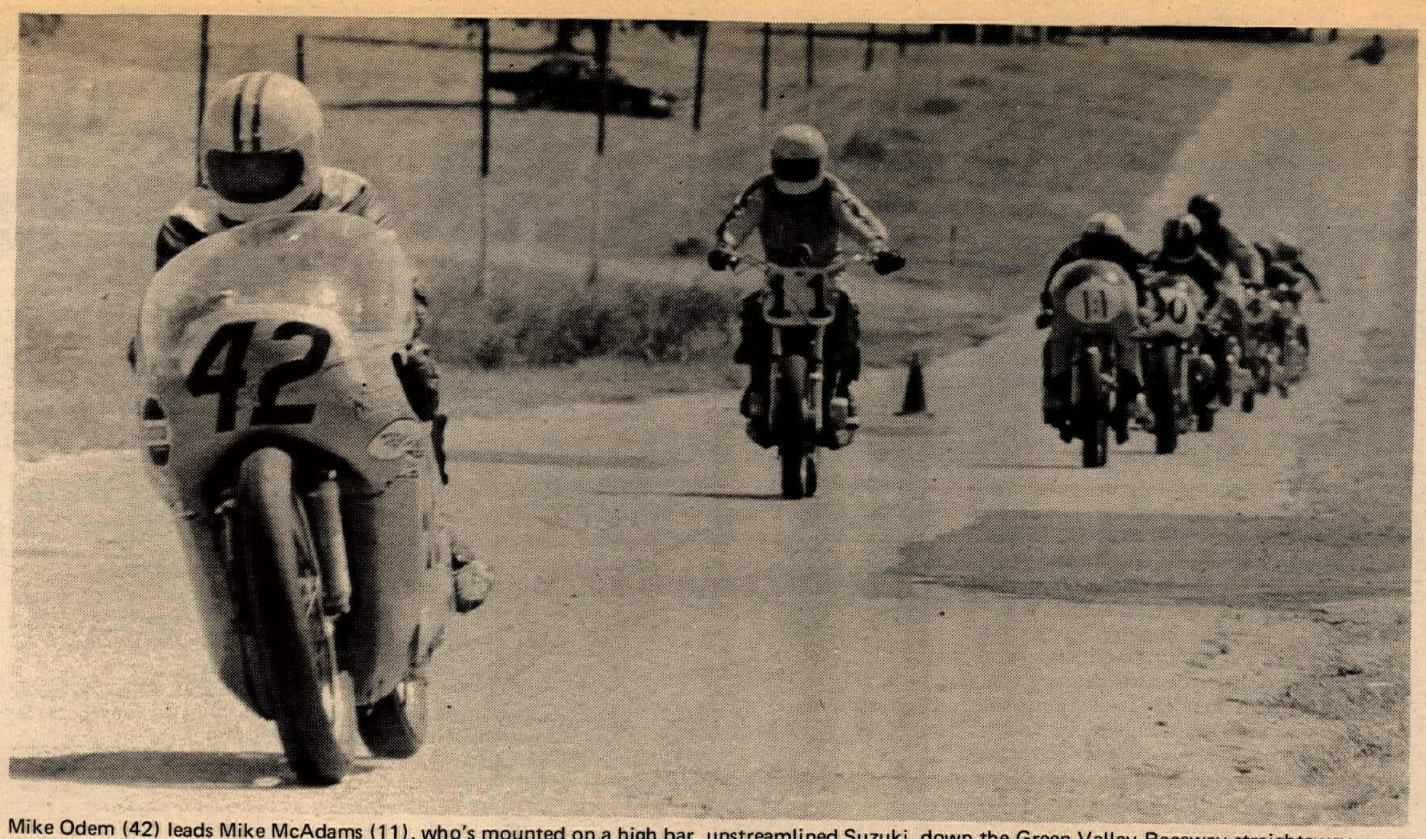
However, Odem was unable to catch Kidd in the 250cc feature. He finished second ahead of teammate David Watkins and Johnny Bryant riding an Allen Jackson-tuned Yamaha.

Johnny Bryant continued to be undomitable in the 200cc class, winning handily on his 125cc Yamaha twin, which is now up for sale if anyone would like to see what makes it go so fast.

Bike drags were held also, and surprise winner in the top bike elimination was Tommy Karkalits on a 250 Yamaha with a 16.97 against Lee Wood on a Harley fueler with a 9.94! Lee's trouble was that he was sandbagging in the qualifications, and he dialed in too low an ET with the result that he broke out of his bracket in the runoff and was disqualified.

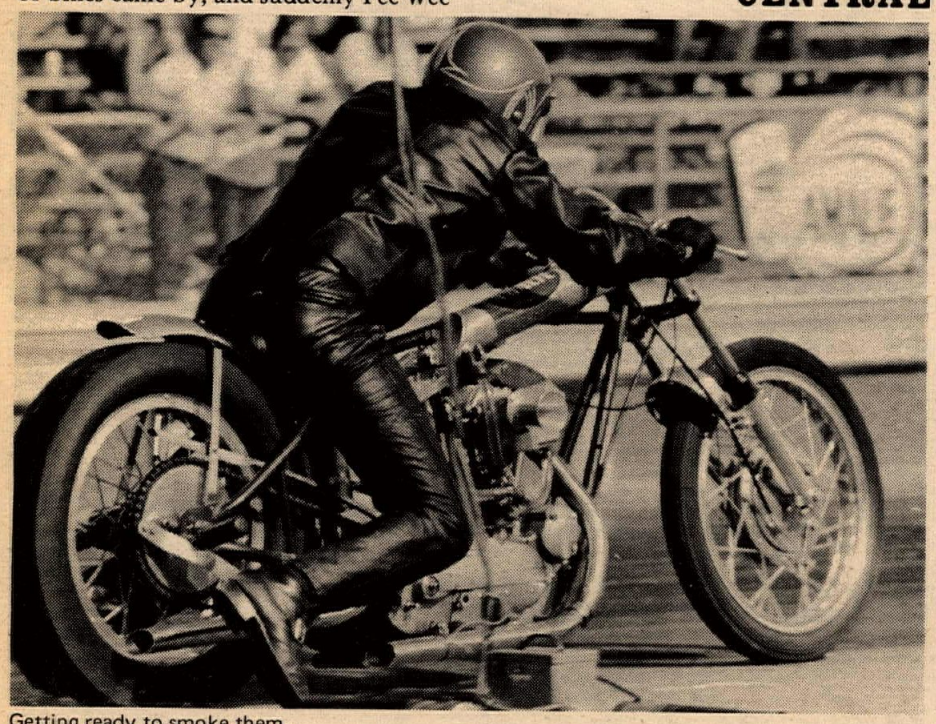
Spectators were also treated to a demonstration by stuntman "Mad Mike the Bike Man," who skis on the pavement behind his Triumph, all the while guiding it by holding onto the rear fender brace.

(Results on page 14)

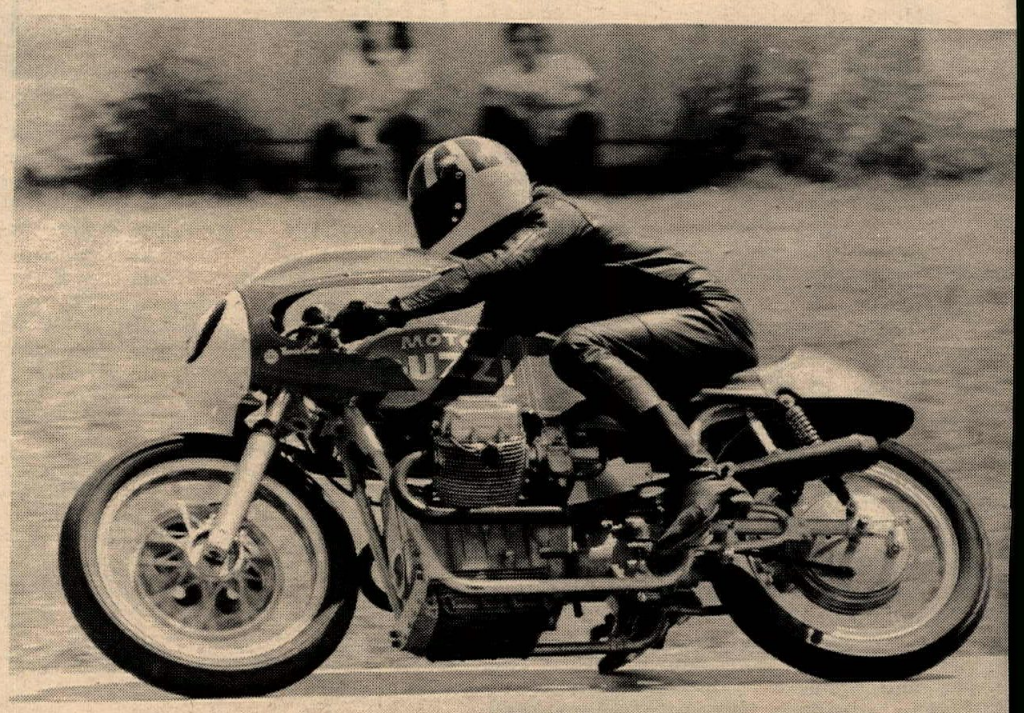


Mike Odem (42) leads Mike McAdams (11), who's mounted on a high bar, unstreamlined Suzuki, down the Green Valley Raceway straightaway.

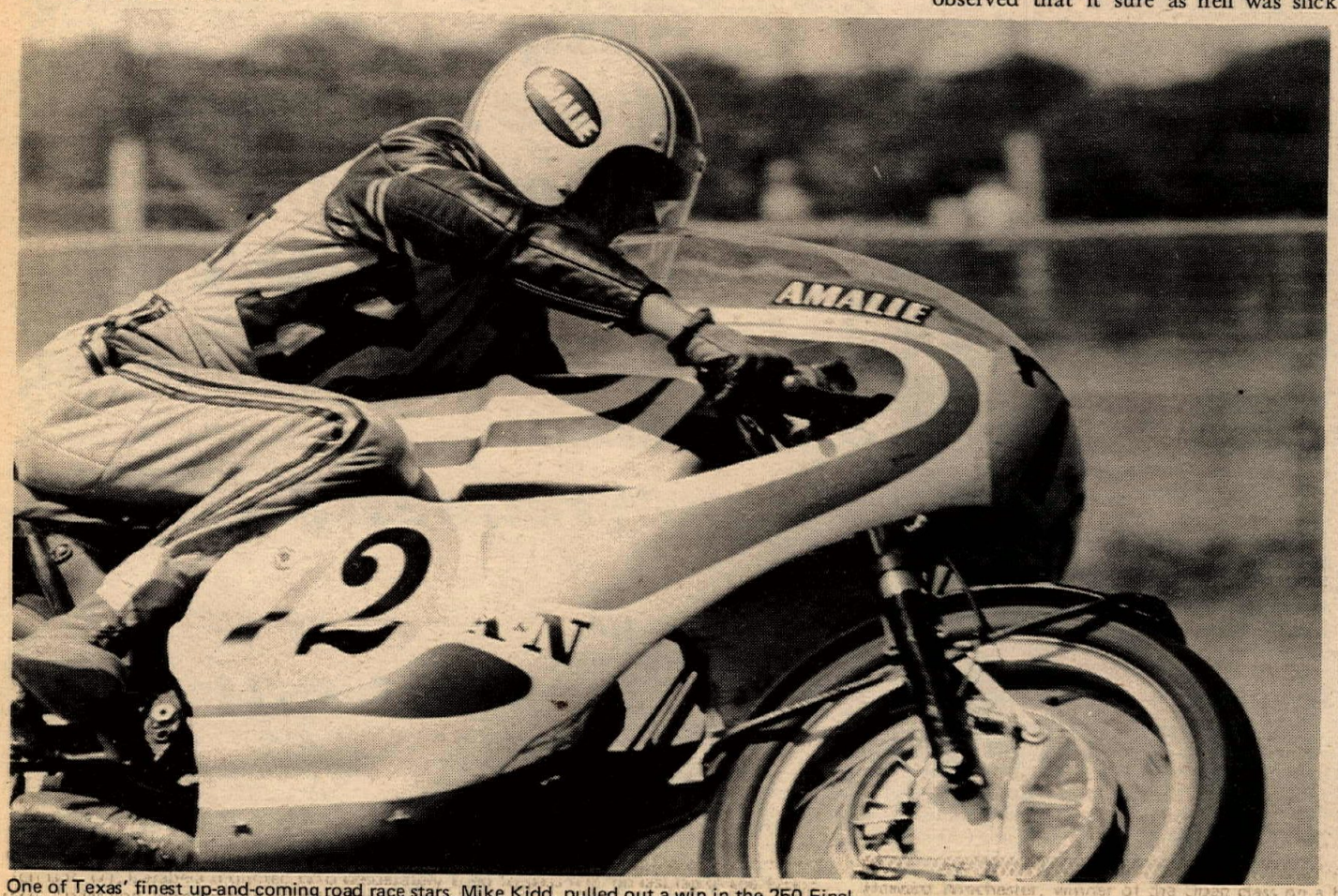
Cycle News CENTRAL



Getting ready to smoke them.



Philip Terranell lays his big Moto Guzzi over. This is the same Guzzi that California's George Kerker built two years ago for an attempt at Daytona. George never got to Daytona with it and only raced it once in California.



One of Texas' finest up-and-coming road race stars, Mike Kidd, pulled out a win in the 250 Final.

Mexicans, Yanks Face Off for Carabela Cash

By Oscar Terrazas
Photos by Luis Garcia

TAMAULIPAS, MEXICO, Sept. 5, 1971 – Every year on the first weekend of September a Mexican Club, Moto Club Internacional, puts on a race on the Mexican and United States Border. It is more than just a race; it is a "get-together" of Mexican and United States riders.

People in Mexico do not race for money. Riders in the United States seldom go more than 50 miles if there are not cash prizes. Why do I mention all this? – well, because the annual Challenge Race hasn't gone big. Fifty riders (between both countries) has been the biggest entry of racers.

After leaving the narrow paved road, the dirt road to the lake and race track is as bad as the worst desert roads in California on your way to the Mojave races. This may discourage some racers, but when you arrive at the track it is so lovely and peaceful, and the people are so friendly you forget all the trouble you had gone through driving there.

The Mexican Club and the Mexican FMM (Federacion Mexicana de Motociclismo) charged no fee to American riders. If you have a AMA or affiliated club license they will give you free lodging and food. The few 'cabanas' around the lake were not sufficient to handle all the people that arrived for the races. Many Mexican riders and sponsors kindly offered you their rooms or even moved out and slept on mattresses.

The trophies were shown on the "Comedor". The trophies were extra large and made without the use of plastic. The challenger trophy, donated by the Mexican President two years ago, is the largest and most impressive trophy I have ever seen. It is so heavy and massive that it takes three people to lift it!

The next day at the riders meeting (that got under way one hour late) officials explained to the riders in both languages through a translator about the Mexican racing regulations.

This year and for the first time, they announced there was a cash prize, but only for the 125cc class. $125 was donated by the Carabela Organization and $50 by the Mexican Club International. This motivated a protest of the riders in the 100 and 250 classes. Sorry, Carabela was promoting only the 125cc.

Howard Winchester, Jet Tharp, Benny Cambell, Mike Johnson, and Gary Booher were some of the very well known faces present this year from the United States. Mexican teams from Guadalajara, Monterrey, and Mexico City showed up. We saw "Carabelos" (Carabela riders) everywhere. We also met the two nice bosses of the team that drove them some 1200 miles to the race. The track was a combination of a Scramblers and TT track. It was rough, dusty, and covered with gravel. The temperature averaged 105 degrees.

In the 100 class race the United States riders dominated completely with Howard Winchester (Hon), Tharp (Yam), Gary Booher (Yam) and Jesus Solid (Kaw) taking top spots.

A one lap qualification time determined the 125 starting positions. Johnson (Car) turned the fastest lap time of the day with Jorge Fernandez and Homero Frangos, also on Carabelas, the next two.

In starting the race Fernandes and Frangos took the lead.

Mexican riders are tough and will lean and elbow you any time they have the chance. Johnson did not know this. As a result he was bumped out and off the track. When he returned he was already in last position. Fernandez on the fast proto-5-speed Carabela took the lead until the end of the race after 12 exhausting laps. Frangos followed him on his not so fast Carabela in second.

Johnson after passing three or four riders on each lap was by lap 10 chasing Armos. When the checkered flag was flashed Armos (Yam) and Johnson were wheel to wheel in a photo finish that made Mexican spectators jump and scream. Official gave a third to both riders.

Johnson got special permission from the FMM Officials to race the 125 Carabela in the 200 class. Being more fortunate this time, he took the lead followed by Jerry Cameron (Yam) and Fernandez (Car). Cameron took the lead on lap four to lose it on lap six by crashing on the gravel. From then on Johnson had an easy ride over the pack.

In the 250 race Benny Cambell showed everyone what a good rider he was. Taking his Yamaha all the way through the 12 laps under the pressure of Howard Winchester (Bul). Fernandez (Car) took third.

In the Open class all kinds and sizes of machines lined up. Sam Galvan from Mexico on a 400cc Maico took the lead followed by Howard Winchester (Bul) and Pedro Gonzales (Bul). On the 14th of the 15-lap race Galvan fell, but he was so far in front of the pack that after standing up, starting up and getting in took a good third place.

Experienced rider H. Winchester took first and Gonzales got a second.

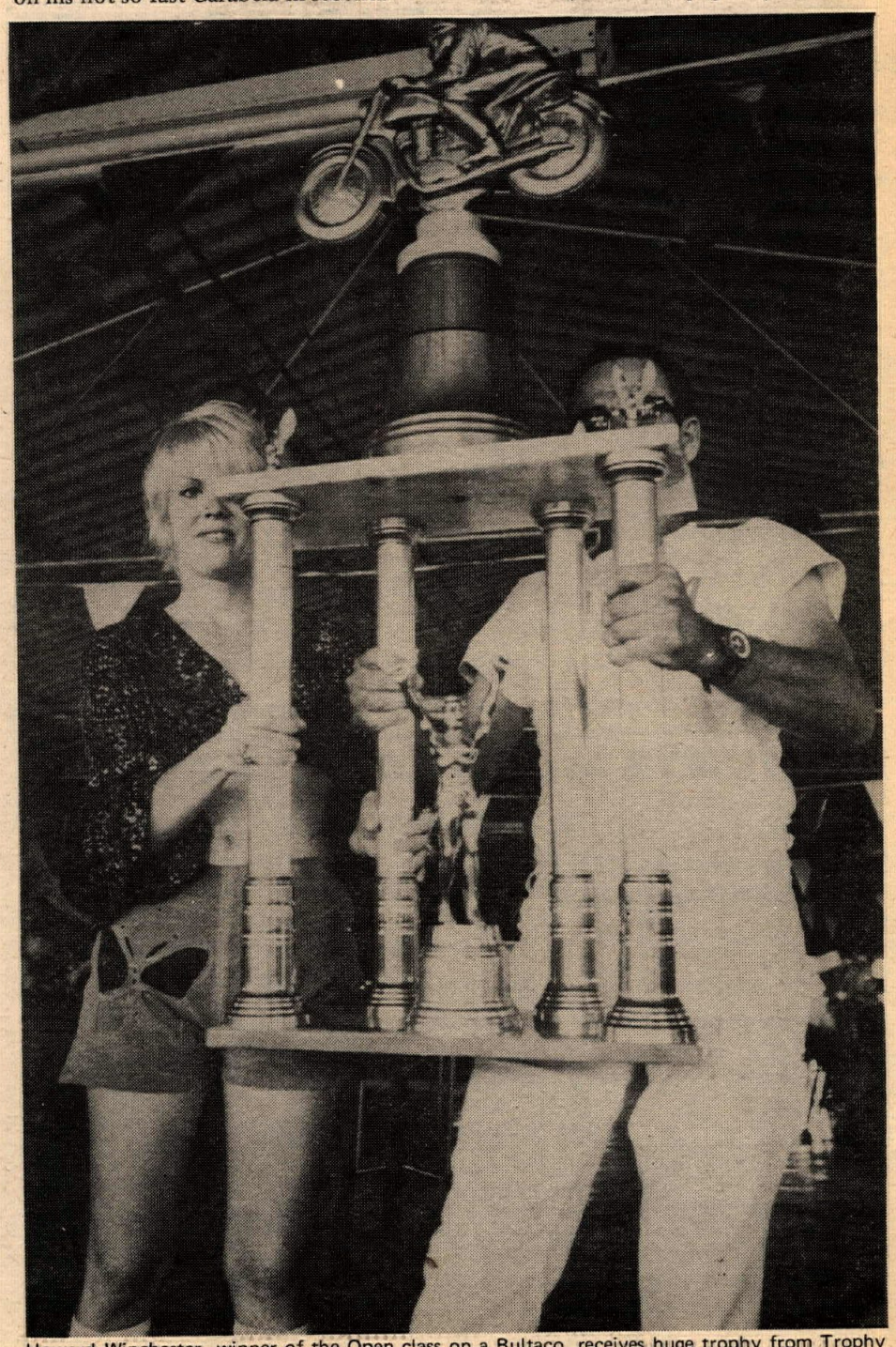
After the race the Mexican sponsors offered all participants a typical Mexican banquet. They made the trophy ceremony one of the most friendly events I have ever attended. Trophy girl Susan Cartwright from Dallas, Tex., needed help to lift the huge trophies. Mexican riders were too nervous to kiss the trophy girl, but Benny Cambell "again" showed that he was not only an experienced good rider!

Overall points went again to Mexico by 63 points to the 60 points of the United States. Next year the race will be held on the American side of the border and perhaps we will have more American riders to represent their country and to make more "good amigos".

(Results on page 14)

A surprising rider from Mexico, Jorge Fernandez, Carabela factory rider. He won the 125cc class, took second in the 200 class and was fourth Overall in the Open class. All on his new little 125, proto 5 speed.

Jose Luis Arvias (45) from Mexico on a strange Yamaha, enduro framed, giving a hard time to Mike Johnson (7), Carabela mounted who desperately tried to pass him on last lap in the 125cc final race. Arvias and Johnson tied for third place.



Howard Winchester, winner of the Open class on a Bultaco, receives huge trophy from Trophy Girl Susan Curtwrite. Trophy was donated by the Bultaco factory.

You really can't beat the Rockies for scenery.

BROKAW RALLIES TO

By Steve & Julie Suess

DENVER, COLO., Sept. 6, 1971 – The Rocky Mountain Trials Assoc. came close to equaling some of the better European trials this weekend with the fantastic riding terrain to be found in the Rocky Mountains, and by the masterful hand of trialsmaster Jon Callahan. The second annual Ute Cup Trials, a two-day, one-class affair with 53 entrants, was staged in a rugged mountain area containing some of the original Ute Indian trails, and large enough for two long loops to be set.

As last year, the gold medal was taken by Bill Brokaw (Mon). In addition, he received the perpetual Ute Cup itself. However, the story is not so quickly told.

Both Sunday and Monday's events began at the old townsite of Hessie, 9000 ft. up and 30 miles west of Boulder, Colo. Sunday's ride was a nine-mile loop to the northwest near Jasper Lake (10,500 ft.), while Monday's loop extended 19 miles up to Rollins Pass (11,660 ft.). Both loops were run twice so that all had their lungs tested, as well as their skill and jetting efficiency.

Fifty mph winds and a brief snow flurry on Saturday made Sunday's event a little cool, and left a foot of snow on the slopes. By Monday however, only the snow at the top of the pass remained, to the delight of the California riders, who have had little opportunity for snow riding.

Three hours was allowed for each loop, run back to back, on Sunday. This gave the riders ample time to familiarize themselves with the terrain – which often proved harder riding between the traps than in them. Most riders finished each of these loops in around two hours, giving them a break between runs. The ten traps on this loop were relatively easy, including the usual water, mud, rocky climbs and switchbacks.

The most difficult trap of the day was one called Jasper Road No. 1 – a 100 yard straight climb up a fantastically rocky path. The leaders all lost at least one point here, with most footing through for a three. Trap No. 10, Diamond Hill, also claimed a few points on a difficult turn. From there the riders completed the loop back to Hessie on a very steep and dangerous two mile downhill trail.

At the end of the day Belair (Mon) of the California team was in the lead with a heroic 5, followed by Neigenfind (Mon) with 7, and Eggar (Oss), also of California, with 9. Brokaw was only fifth with an 11.

Monday's loop proved much more of a challenge, indicated by key time being set at three hours and 19 minutes (by the 17th rider in). Very few riders had time for even a drink between loops. The upper traps of Monday's 13 were snow covered with ample supply of mud and rocks.

The two most challenging sections of the day were Callahan's Creek and Helburg's Bog.

The Creek was beautiful to behold; extremely mossy rocks, holes up to two feet deep, and a lock right hand exit turn. All lost points here but enjoyed themselves. The Bog was something else.

The Bog was named last year when Helburg was scouting for sections on an old wagon road, went off a three foot ledge into what appeared to be two inches of water and sank up to the gas cap. It was immediately staked out as a regular section. This year J. Walsh (Mon), Expert, tried the original Helburg entry route on his second loop. He fived but was allowed to pass for fun and managed a clean just as a large group of less experienced entrants arrived. Seeing the beautiful ride of Walsh, they were inspired to follow suit, with the result of at least one of them knocking himself out of the top ten on time lost drying out his bike.

Many of the riders also lost a great deal on time by getting lost up on the pass. This unfortunately happened to Eggar and Belair, of California, who would have otherwise finished first and second, on the merit of their magnificent trap riding. Even with the loss of about 50 time penalty points, they finished 13th and 20th respectively.

At the end of the second day Brokaw, by putting on a tremendous

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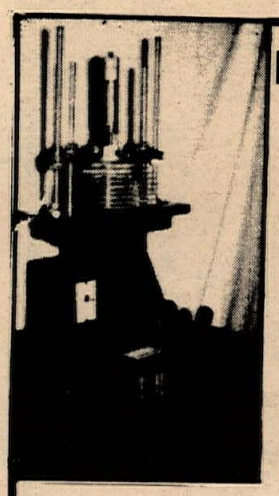

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TWO-DAY TRIALS WIN

performance for only 19 points on Monday, moved to first place, with second going to Neigenfind. Third went o Wagner (Bul), who also did well on Monday to move from seventh on Sunday.

The team award was won by Brokaw, Jordi and Potter. Jordi, visiting from Barcelona, Spain, works for the Montesa factory and voluntarily moved up in class from Novice to Semi-Expert to enter the Ute Cup. In spite of going over his handlebars into the Bog and his relative inexperience, he placed 12th overall with a respectable 35.

A special award was also presented to Annie Brokaw (Mon) who finished both days and still had the energy to fix dinner for her winning husband.

Certainly another award should go to Dick Mosbarger for true grit. Dick, after completing all the traps on Monday's second loop, fell, cracking two ribs and bruising his kidneys, and then went on to complete his final loop on time, taking 17th overall and placing his team in second.

It is hoped that next year more out of state riders will participate. Fred Belair, who this year sponsored his son Marty Belair, Eggar, and Jordi, is planning to organize a benefit trials to send young riders to next year's Ute Cup. Belair was highly impressed with the organization and terrain for the Ute Cup, and Coloradoans enjoyed the opportunity to compete with the fine riders from California and Spain.

After the trial, Belair set up a few Calif. style traps, and those who could played on them until the results were in. The end of a perfect, but exhausting two day Ute Cup.

(Results on page 14)

It was often just as difficult to get to the traps as it was to ride them.

Sprockets Double Up with Scrambles

By Carol Witt
Photos by Karen Hartman

WICHITA, KANS., Sept. 5-6, 1971 — Sprockets Motocross — In addition to the usual bi-weekly races at the Sprockets Motocross, Scrambles were featured on a wet and muddy track. Hats off to Eddie Morgan and his crew who worked diligently to re-work the tack the day before and also to set up a new "rubber-band" start. All the rider approved, and said the track was the nicest it has ever been.

Monday morning 71 riders signed in for the motocross races. The day was almost windless, but due to a concentrated watering program, there was very little dust, and made it a very good day for spectators. The race all Wichitans have been waiting for, that between Rob Knoettgen on a 400 Husky and Gary Witt on his 250 Yamaha, friends for several years, finally came about.

Knoettgen was running in the Open class and Witt in the 250 Srs. Type of class made no difference to these two riders. It was a challenge all the way, and they really went at it. Regular spectators at the track are well aware of the personal competition between these two boys. With each release of the band signaling the start of a heat, these two were highly aware of each other. One fact they both overlooked was Loy Burnett on his 250 Kawasaki.

First heat tallying as they passed the checkered flag, before separation into class put Witt first, Burnett second, Dan Driskill third, fourth went to Nick Warren who rode a Maico (Open class). Knoettgen tried hard, but didn't place due to mechanical problems.

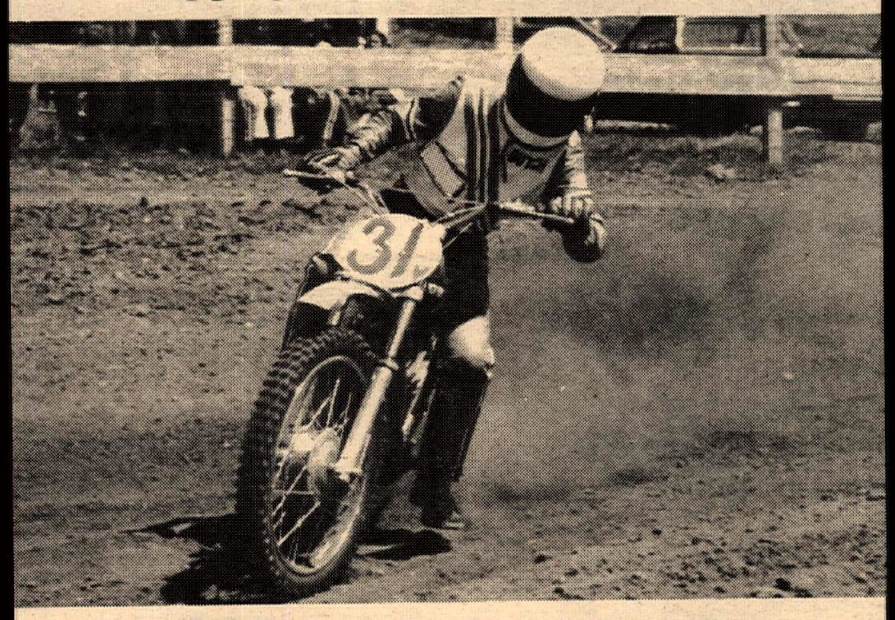
The second heat, Witt was off the line first, followed by Driskill, Knoettgen and Warren. Witt held this spot up to and including the 9th lap, when his trouble started. The expansion chamber came undone and the brake pedal had to be straightened. Engrossed in working on his machine, Witt was quite surprised when that Kawasaki machine with Burnett on it, went whizzing by. Burnett had slipped up on Knoettgen, passe him and now was ahead of Witt, leaving him a clear field to first place. With the throttle wide open, the last three laps were his, grinning from ear to ear as he got the checkered flag.

The third heat got started with Knoettgen first off the line, first for the first lap and then Witt took him. Five laps later, Knoettgen's problems arose again, and he was out for the day. You really have to give this boy credit for trying and staying in there in spite of his mechanical failures. Witt once again took first, Burnett second and third went to Danny Driskill. This last heat also showed endurance of another type. Mike Krebs rode his Maico 400 to second place for the day with no seat.

(Results on page 14)

Craig Bill pours on the throttle enroute to winning the 125 Senior class at the Sprockets two-day event.

PENTON
IS STILL WINNING



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continue to win

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NADOCHES MOTOCROSS FALLS TO HOLBERT, SNIPES

By Janet West

NACODOCHES, TEX., Sept. 12, 1971 — Robi Holbert and Phil Snipes made for a great race day at Nacogdoches Motocross Park today. Holbert easily dominated the Open Expert class after Snipes had bike trouble in the second lap, and was forced to pull out of the race.

In his usual flamboyant style, Holbert thrilled the spectators all day long. He was really wired to his Husky, and took to the track like glue. After Snipes dropped out of the race, Holbert had virtually no competition and was able to exhibit his abilities as a showman by doing wheelies down the finish straight, crossing up the Husky over jumps and then just turning it on for some fantastic speed. Mouths were definitely agape as Holbert streaked by for an easy win.

The real race in the Open class was between Jake De Boe (CZ) and Bob Hanna (Hus). Both De Boe and Hanna have been out of racing for a while, and both were geared to win. De Boe was mounted on his old faithful CZ, and Bob Hanna was on the line with a shiny new Husky, never before raced, ready to eat De Boe alive. However, things did not go exactly Hanna's way. In the first race, Hanna held De Boe off for the major part of the moto, only letting him around in the sixth lap. From there, Hanna was unable to get back around De Boe, and had to be content to try again in the second moto. When the second moto finally rolled around, De Boe was off the line like a flash, and Hanna was right behind him, but unable to pass during the race, leaving him in third.

Phil Snipes did not by any means give an inch in the 250 Expert class, he started in first place and held it all through both motos, leaving everybody.

The 125cc Expert class had a bit of action of its own going on, too. Sam Menefee (Pen), started with the attitude that he was going to win, and he did. The first moto was spent working his way up from near last place to second place, but time was running out, and he just didn't have enough to get around Craig Glover. However, the second moto told the story — Menefee got out front and stayed. Glover was determined to regain his first, but Menefee rode a tough race and flew around the course. Glover was almost able to bite the Penton's back tire, but never close enough to get around.

(Results on page 14)

Ontario Lap Money

The AMA has announced the purchasers for contingency lap money for the Oct. 17 AMA 250-Mile Road Race National at Ontario Motor Speedway in Ontario, Calif.

With a $53,100 purse, contingency from the 78 laps at $100 per lap added to other contingencies total $42,000 additional cash to bring the entire total to $102,000 — by far the richest race in motorcycle histroy.

Below are listed the purchasers of each of the 39 laps in both heats:

HEAT 1

Lap No.	Name
1.	Buco Products
2.	Cosmopolitan Motors
3.	Beck-Arnley Crop.
4.	Webco, Inc.
5.	K K Motorcycle Supply
6.	Motorcyclist Magazine
7.	Florida Cycle Supply
8.	Milne Accessories
9.	MCM Manufacturing Co.
10.	Dixie Cycle News
11.	American Honda Motor Co.
12.	Victor Products
13.	Kulan Fairings
14.	Hap Jones Dist. Co.
15.	Cycle News East
16.	Wheel Sport (Golden Sprockets)
17.	Triumph Motorcycle Corp.
18.	Grant Helmets
19.	Montesa Motors
20.	Cycle World
21.	Kehoe, Inc.
22.	Nichols Motorcycle Supply
23.	Nisonger Corporation
24.	B & S Plastics Co.
25.	Yamaha International Corp.
26.	Paulson Face Shields
27.	Domi Racers Inc.
28.	Ashland Chemicals (Chain Life)
29.	Motorcycle & Accessories Trade Show
30.	Harley-Davidson Motor Co.
31.	Competition Chemicals
32.	Kawasaki Midwest
33.	Kawasaki Motors Corp.
34.	Anderson Motorcycle Supply
35.	Triple A Accessories
36.	Motorcycle Weekly
37.	Rex Chainbelt
38.	U.S. Suzuki Motor Corp.
39.	McHal Helmets

HEAT 2

1.	Buco Products
2.	U. S. Suzuki
3.	Beck-Arnley Corp.
4.	Webco, Inc.
5.	Cycle News West
6.	K K Motorcycle Supply
7.	Florida Cycle Supply
8.	Milne Accessories
9.	MCM Manufacturing Co.
10.	Berliner Motor Corp.
11.	American Honda Motor Co.
12.	Victor Products
13.	Carlisle Tires
14.	Hap Jones Dist. Co.
15.	Chilton Book Co.
16.	Wheel Sport (Golden Sprockets)
17.	Triumph Motorcycle Corp.
18.	Grant Helmets
19.	Yuasa Batteries
20.	Cycle World
21.	Gene Shillingford & Son
22.	American Industrial Mfg. Co.
23.	Hooker Headers
24.	B & S Plastics Co.
25.	Yamaha International Corp.
26.	Paulson Face Shields
27.	Lubri-Tech Products
28.	Shores Motors Inc.
29.	Filtron Products
30.	Rocky Cycle Co.
31.	Rex Chainbelt
32.	Kawasaki Midwest
33.	Kawasaki Motors Corp.
34.	Anderson Motorcycle Supply
35.	Wheelsport Dist. Co.
36.	Trabaca Products
37.	Trabaca Products
38.	Dixie International Co.
39.	McHal Helmets

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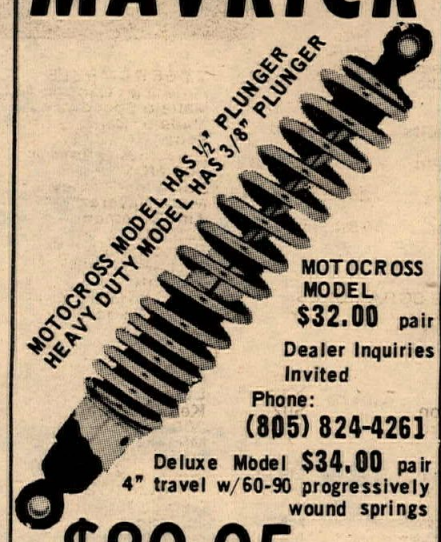

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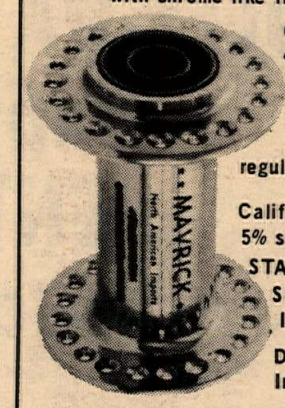

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(Cont'd. from page 14)

RESULTS

SCRAMBLES
manlipas, Mex.
pt. 5, 1971
Oscar Terrazas
0cc
oward Winchester Hon
t Tharp Yam
Booher Yam
sus Solis Kaw
5cc
rge Fernandez Car
omero Frango Car
se Luis Armas * Yam
ike Johnson * Car
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ike Johnson Car
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rry Cameron Yam
uis Guzman Car
50cc
nny Campell Yam
oward Winchester Bul
dro Gonzales Bul
m Galban Mai
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OAD RACE/DRAGS
een Valley Raceway
pt. 12, 1971
John Blanton
0 PROD.
mmy Byars Suz
mmy Hasl Duc
ncan Paul Oss
rry McPhail Suz
0 PROD.
eve Hunt Kaw
t Tharp Yam
ward Green Suz
chard Diamond Kaw
PEN PROD.
an Jandebeur Hon
bert Jandebeur Hon
n Price Hon
0
hnny Bryant Yam
chard Simmons Duc
ffery Cutrer Bul
ncal Paul Suz
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ke Kidd Yam
ke Odem Yam
vid Watkins Yam
hnny Bryant Yam
PEN
ke Odem Nor
ke Cone BSA
bert Jandebeur Hon
ilip Terranella M-G
RAGS
P BIKE
mmy Karkalits Yam 16.97
T3
ke Williamson 250 Suz 15.82
T2
rry Rickman 250 Hon 13.49
T1
nnis Bruster 750 Hon 11.8

OTOCROSS-SCRAMBLES
ichita, Kans.
pt. 5-6, 1971
Carol Witt
5 JRS.
aryl Cox Pen
arvin Jones Yam
ary Tennyson Suz
aren Hartman Yam
5 SR.
aig Billc Ysm
reg Drouhard DKW
arvin Whitham Yam
50 JRS.
eve Ricketts Mai
ad Longnecker Yam
ll Shumway Yam
50 SRS.
ary Witt Yam
oy Burnett Kaw
an Driskill CZ
y Dunlap Hus
PEN SRS.
ick Warren Mai
ike Krebs Mai
PEN JRS.
ichard Crab Mai
hn McCall Hus
ick Carson Yam

ROFESSIONAL TT
dewinders of Oregon
ackamas, Oregon
pt. 10, 1971
N. A. Williams
XPERT MAIN
d Herrmann Tri
en Adams Nor
mmy Jones Tri
e Reed Tri
ark Williams Tri
t Marinacci Tri
oger Stanley Tri
ick Waller Tri
mmie Smith Tri
harlie Thielke Tri
UNIOR MAIN
andy Scott Tri
andy Skiver Tri
ick Wascher Tri
rry Waller Tri
ike Hannula Tri
on McShane Tri
eal Hulet Tri
harlie Sheffel H-D
rry Lambert Tri
ony Peretla Nor
OVICE MAIN
eve Baker Yam
m Einarrson H-D
eroge Leonard Yam
on Olson Kaw
ike Thompson Bul
uane Ellingson Yam
red Siegel Yam
ike Yoder Kaw
DEWINDER'S TT
OINT LEADERS
OVICE
eve Baker Yam
UNIOR
andy Scott Tri
XPERT
d Herrmann Tri

SPEEDWAY
Reno, Nev.
Sept. 2, 1971
By Steve Young
HANDICAP CONSOL.
Barclay Trehal
Chuck Hatcher
Butch Corder
HANDICAP
John Cunningham
Harold Toby
Alan Christian
SCRATCH CONSOL.
Mike Rooney
John Fishburn
Barclay Trehal
CRATCH
John Cunningham
Stu Morley
Butch Corder

TT SCRAMBLES
American Canyon M.C.
Vallejo Speedway
Vallejo, Calif.
Sept. 10, 1971
By James Brammer
100 NOV.
Steve McCartney Kaw
Mark Naverez Yam
Tim Coleman Hod
125 NOV.
Ron Baxman Bul
Richard Alquist Yam
Joe Huff Bul
100/125 JR/EX.
Billy Wilson Kaw
Jim Coats Yam
Larry Rider Bul
175 NOV.
John Gugitte Yam
Larry Russell Mon
Kelly McIsaac Oss
200 NOV.
Micky Lane Bul
Dave Dotson Bul
Wes Cooke Bul
200 JUNIOR
George Kalamaras Bul
Bill Rider Hon
Glen Truman Bul
250 NOV. B
Dennis Muelrath Bul
Russell Giffin Yam
Donald Makesell Bul
250 JUNIOR
Randy Booth Mon
Pat Lane Bul
Mark Lane Bul
250 EXPERT
Larry Drew Bul
Harry Dring Bul
Bill Trumbull Yam
350 NOVICE
Ross Ross Hon
500 NOVICE
Dick Parason Yam
Oscar Booth BSA
500 JUNIOR
Mark Dunaway Yam
Ron Kesler Suz
Larry Ubaldi Bul
500 EXPERT
Danny Leet Mon
Jim Saitone Mai
Max Hall H-D
650 NOVICE
Howard Sanders Tri
Gary Swingle Tri
Dan Shirts —
650 JUNIOR
John Borden Tri
650 EXPERT
Ken Helling Tri
Mike Sarandria Tri

NEVADA TRAILBLAZER
Reno, Nev.
Sept. 9, 1971
By Steve Young
100 NOVICE
Monty Martin
Delman Kizziar
Craig Curtis
125 NOVICE
Gary Cheek
Ande Lamoureux
125 JUNIOR
Manuel Crummett
Ron Skinner
200 NOVICE
Bill Lambert
Troy Bunyard
Marty Tolotti
200 JUNIOR
Homer Hybarger
John Munson
Jerry Hybarger
250 NOVICE
Cliff Richardson
Stan Searle
Jim Chamberlain
250 JUNIOR
Rich MacMurray
250 EXPERT
Jim Foley
Rick Hocking
500 NOVICE
Bill Duvall
James Taylor
Harry Jephson
500 OPEN JR.
Dave Brant
Jerry Hybarger
500 OPEN EXPERT
Jim Foley
Charlie Stewart
Barclay Trehal

CHRISTMAS VALLEY 100
Christmas Valley, Ore.
Sept. 5, 1971
By Larry Ulrich
125cc CLASS
Ken Holmes Hon
Charles Andrews Hon
Len Kesey CZ
Paul Saylor —
LeRoy Holmgren —
200cc CLASS
Jeff Carrico Yam
Lanny Draheim Yam
John Larsen Bul
Richard Barenby —
Ken Marshall —
250cc CLASS
Clyde Rogers —
Bruce Hall Hus
Joe Roberts Oss
Don Mathews —
Bruce Hamilton —
OPEN CLASS
Ken Habeck Hus
Jim Loso —
Carl Pruitt Hus
Bill Verbisco —

TT & FLAT TRACK
Trojan Speedway
South Gate, Calif.
Sept. 9, 1971
By Art Loya
100 TT
Bob Sanders Kaw
John Heemsbergen Kaw
Allen Swett Kaw
John Asbury Hon
Alan Thielmann Hon
125 TT
Bob Sanders Kaw
Dan Corbett Bul
John Heemsbergen Kaw
Elbert Turner Yam
Don Grigsby Yam
250 TT
Mike Arrambide Oss
Dan Corbett Bul
Rick Goade Bul
Rodney Parsons Bul
Mike Clarke Bul
250 TT TROPHY DASH
Dan Corbett Bul
Jim Miller Oss
100 F.T.
Bob Sanders Kaw
Dan Corbett Kaw
John Heemsbergen Kaw
Marv Heemsbergen Kaw
Roy Widener Kaw
125 F.T.
Bob Sanders Yam
Dan Corbett Bul
Elbert Turner Yam
Keith Crecelius Yam
Wiley Miller Kaw
250 F.T.
Dan Corbett Bul
Dave Arrambide Oss
Rick Goade Bul
Rodney Parsons Bul
Mike Clarke Bul

TT
South Bay Speedway
Chula Vista, Calif.
Sept. 12, 1971
By Dave Green
POWDER PUFF
Nancy Emde Hod
Lorraine Fuller Kaw
Debbie Darnell Kaw
100cc NOVICE
Eddie Pendleton Kaw
Jim Crowley Hod
Jim Humphries Kaw
125cc NOVICE
Dale Vaughn Yam
Billy McElyea Yam
Geoff Dawson Yam
125cc JUNIOR
Pat Guthrie Yam
John Allison Yam
Jack Alford Yam
125cc EXPERT
Carl Byers Yam
Earl Roloff Yam
Bob Hartley Yam
250cc NOVICE
TOm Carroll Kaw
Gary Brugh Bul
Walt Lyons Yam
250cc JUNIOR
Jerry Hall Yam
John Montez Bul
Bob Darnell Yam
250cc EXPERT
Jim Brockman Kaw
Larry Collie Kaw
Carl Byers Yam
500cc NOVICE
Buggy Collie Yam
J.R. Mitchell Yam
Leon Livingston Mai
500cc EXPERT
Ray Vanderpool Kaw
Mark Peters * Suz
Scott Parker * Suz
Jack Sweeney * Suz
* tie
OPEN EXPERT
Myron Carter Tri
Jim Harmon Nor
Dick Ribley Nor

AMATEUR SHORT TRACK
Westside Eagles
Turlock Fairgrounds
Turlock, Calif.
Sept. 3, 1971
100 NOV.
Larry Burton Kaw
John Ostlund Hod
David Neilson Hod
100 JR.
David Nelson Hod
125 NOV.
Steve Hollingsworth Bul
Richard Roberts DKW
Greg Greener Bul
125 JR.
Teddy Davidson Pen
Steve Sands Bul
Don Shipley Bul
100/125 EX.
Jeff Davidson Pen
175 NOV.
Robert Wright Yam
Tommy Cargill Oss
Richard Bonander —
175/200 JR.
David Nelson Oss
Greg Ferguson Tri
200 NOV.
Steve Hollingsworth Bul
Ron Jorge Bul
250 NOV.
Allan Sagouspi Mon
Jimmy Dunnagan Mon
Greg Winters Yam
250 JR.
Dale Mathers Oss
Don Clasby Oss
Larry Dunnagan Mon
250 EX.
Ray Huff Bul
Mark Muscio Bul
Dennis Huff Yam

UTE CUP TRIAL
Denver, Colo.
Sept. 5-6, 1971
By S. Suess
B' Brokaw Mon
G. Neigenfind Mon
W. Wagner Bul
E. Schultz Mon
M. Potter Mon
D. Bruner Bul
R. Betts Mon
H. Hauptman Mon
D. Hedwall Oss
R. Bright Mon
W. Jantz Mon
X. Jordi Mon
M. Eggar Oss
B. Webster Mon
J. Walsh Mon
C. Crouch Bul
D. Mosbarger Mon
R. Potter Mon
J. Allen Sar
M. Belair Mon
D. Bottoms Mon
TEAM AWARDS
Brokaw, Jordi, & Potter Mon
Bright, Williams, & Mosbarger Mon
Neigenfind, Jantz, & Rydell Mon
Hauptman, Webster, & Silcott Mon

HRA TT/HALF-MILE
395 Cycle Park
Adelanto, Calif.
Sept. 11, 1971
100 NOV. TT
Vic Hensley Kaw
Mikey Merlin Kaw
Mike Byars Kaw
Scott Black Kaw
Gary Evans Kaw
Tim Beason Kaw
125 NOV. TT
Vic Hensley Kaw
Dan Muirhead Yam
Joe Erwin DKW
Jack Miller Pen
Brian Cookley Yam
Vern Maxwell Bul
250 NOV. TT
Roy Addington Mon
Orville Van Hee Oss
R.P. Badenhamer Mon
Mike Perez Yam
Tom Flynn Bul
Robert Moore Kaw
OPEN NOV. TT
Patrick Dale Tri
Tim Erwin Tri
Thomas Howe H-D
Rod Boswman Duc
Tom Cooper Yam
James Lovelady Yam
125 X TT
Bob Sanders Kaw
Mike Laney Hod
Dennis Briggs Kaw
Ricky Milner Kaw
Doug Westly Kaw
Don Alfred Kaw
250 X TT
Dean Butterfield Yam
Bob Sanders Bul
Dean Aucutt Bul
Tom Zahnter Duc
Mitch Leonard CZ
OPEN X TT
Tom Jarnagan Mai
Mike Chamberlain Tri
Jerry Aucutt Mai
100 ½ MILE
Bob Sanders Kaw
Dennis Briggs Kaw
Mike Laney Hod
Richard Sweaney Kaw
Rickey Milner Kaw
Joe Black K Kaw
125 ½ MILE
Bob Sanders Kaw
Richard Sweaney Kaw
Joe Erwin DKW
Jack Miller Pen
Doug Westly Kaw
Rick Pew Kaw
250 ½ MILE
Dean Butterfield Yam
Bob Sanders Bul
Jeff Cesmat Bul
Dean Aucutt Bul
Tom Flynn Bul
R.P. Badenhamer Mon
OPEN ½ MILE
Jeff E. Sexton Mai
Tom Jarnagan Mai
Jerry Aucutt Mai
Patrick Dale Tri
Tim Erwin Tri
Tom Cooper Yam
MINIBIKES
Dalan Neihart
Joe Black
Vern Maxwell
Shawn Solamon
Bob Sanders
Lynn Worley

HRA MOTOCROSS
395 Cycle Park
Adelanto, Calif.
Sept. 12, 1971
100 NOV.
Gary Black Hod
Scott Crawford Hod
Jimmy Boone H-D
125 NOVICE
Mark Morimoto Bul
Randy Fredericksen Bul
Eddie Myers Pen
250 NOVICE
Albert May CZ
Roger Stagg CZ
Mike Aston Hus
OPEN NOVICE
Stanley Petick Yam
Ron Palmer Yam
Brian Church Suz
125 X
Geroge Spellman CZ
250 X
Rex Staten Oss
OPEN X
Mark Crawford Hus

MOTOCROSS
Oak Creek Ranch
Mojave, Calif.
Sept. 12, 1971
By Ken Beach
100 JR.
Larry Kreie Pen
Chuck Scott Yam
Allan Decker Hod
125 JR.
Tracy Oswell Ric
Mike Biddlingmeier Ric
Dan Kraft Kaw
250 JR.
Bill Decker Yam
Gary Benge CZ
Irving Decoste Bul
MINI
Mike Bruno Yam
Todd Martin Yam
OPEN JR.
Steve Casagrande —
Fat Al Suz

STANDINGS

DIST. 37 LIGHRWEIGHT TT CLUB

1. Prospectors	770
2. S.B.V.M.C.	606
3. Jackrabbits	188
4. Gripsters	165
5. Simi Valley	123
6. Dirt Diggers	149
7. Powder-Puff	95
8. Rams	94
9. Sinners	79
10. Hilltoppers	21
11. Desert Phantoms	8
12. Spokebenders	7

DIST. 37 ULTRA T.T. CLUBS

1. S.B.V.M.C.	268
2. Jackrabbits	109
3. Rough Riders	31

DIST. +& ULTRA TT
August 31, 1971

1. Rob Morrison	546
2. Robert Sanders	527
3. Richard Sweaney	385
4. Rick Milner	376
5. Wayne Whisenant	339
6. Mike Laney	276
7. John Kavanaugh Jr.	232
8. Joe Monohan	222
9. Jeff Coleman	221
10. Chuck Fruchey	204
11. Eddie Ray Lawson	190
12. Doug Nicol	165
13. Rod Sexton	163
14. Craig L. Johnson	161
15. Kirk T. Redding	158
16. Gary O. Edge	155
17. John Carbone	150
18. Mike DuBont	131
19. Mark Revels	122
20. Tom Jarnagan	120
21. Clair Hurley	109
22. Rick Whisner	109
23. David Edge	94
24. Jamey Blunt	83
25. Steve Okuda	79
26. Victor Hensley	76
27. Charles Summers	72
28. Frank Baldozier	71
29. Lawrence Lewis	66
30. Bob Farmer	61
31. Jeff Sexton	60
32. Don Alfred	56
33. Brian Haycock	54
34. Chas. Tidwell	52
35. Debi Jones	49
36. Kay Reed	40
37. Frank J. Novotry	3
38. Marc Jones	32
39. Karen Bochert	28
40. Rex Hailey	26
41. Randy Bird	25
42. Don Remp	25
43. Greg. A. Mitchell	24
44. Ron Bell	21
45. Jerry M. Courill	21
46. Mike Lund	21
47. Tim McWhorter	21
48. Mike Byars	17
49. Randy Smith	17
50. Rick Drummond	15
51. Malia Lippa	15
52. Mike Reed	15
53. Terry Lee Stanart	15
54. Jim Wood	15
55. Roger Maahs	14
56. Rick Hutchins	13
57. Roy Widener	11
58. Vincent R. Graves	10
59. Bob Hosford	10
60. Teresa Stanart	10
61. Hondo V. Long	9
62. Bob Archer	8
63. Steve McCabe	8
64. Steve Hein	7
65. Chris E. Morland	7
66. Larry Lambert	6
67. Robert Crecelius	5
68. Kent Pruitt	5
69. Larry Chapman	4
70. James R. Wright	4
71. Joe Colombero	3
72. Wm. M. Barning	2
73. Mark W. Buth	2
74. Don Dozier Jr.	2
75. Dan Johnson	2
76. Slade Long	2
77. Eric Arras	1
78. Craig Johnson	1
79. Brad Lynch	1
80. Mike B. Pennoyer	1

TT SCRAMBLES
Reno, Nev.
Sept. 5, 1971
By Steve Young
100 NOVICE
Larry Herron
Stan Pochop
Craig Curtis
125 NOVICE
No. 28
Ray Hubbard
Danny Anderson
125 JUNIOR
Ron Skinner
Fred Bosh
Mark Asbill
175 NOVICE
Jon DuPratt
Greg Asbill
Rick Brown
175 JUNIOR
Jack Pine
Jerry Hybarger
Bill Daane
200 NOVICE
Bill Lambert
Randy Clark
Frank Barrera
250 NOVICE
Cliff Richardson
No. 347N
Bill Duvall
250 JUNIOR
Rich MacMurray
No. 144
Mike McNulty
250 EXPERT
Windy Foreman
Mark Asbill
Jeff Davidson
350 NOVICE
Ross R. Ross
Bill Duvall
Jack Pfiffer
360cc JUNIOR
Mark Dunoway
Dennis Timberlin
Jack Copp
500 NOVICE
Jack Nash
Larry Hansen
Harold Barnes
500 JR/EX.
Gary Trammell
Robert Foster
Jerry Hybarger
650 JR/EX.
Jim McCracken
Charlie Stewart
Dave Brant

DIST. 37 LIGHTWEIGHT TT POINT STANDINGS

1. Danny Hockie	613
2. Scott Smith	519
3. Bob Hosford	485
4. Jamey Blunt	363
5. Robert Sanders	339
6. Don Frauenberger	317
7. Chas. Soderstrom	309
8. Hal Cheetwood	297
9. Joe Williams	259
10. John Sprague	256
11. Chris K. Smith	251
12. Tom White	250
13. Mike Myers	249
14. Roger Dobbins	240
15. Lloyd Quintard	240
16. Dan Carlton	235
17. Randy Smith	212
18. Frank Baldozier	201
19. Richard Lizardo	196
20. Stan Ludwig	177
21. David Gailliot	171
22. Don B. Nicol	166
23. Tom Stanford	166
24. Mike Moon	163
25. Doug Hannon	160
26. Richard Matthews	148
27. Steve B. Gailliot	146
28. Karl Wilson	146
29. Don R. Cook	145
30. Michael Horton	144
31. Randy Roderick	144
32. Terry Stanford	142
33. Randy Bailey	135
34. Richard Trait	135
35. Larry Kosch	130
36. Fred L. Sevy	126
37. Larry Bird	125
38. Steve Okuda	125
39. Arthur Castell	121
40. Jim Connolly	121
41. Bobby Hill	120
42. Steve Nichols	120
43. Scott Sivadge	120
44. Paul Lambert	116
45. Tom Heard	115
46. Steve Pondexter	115
47. Joe Monohan	106
48. Jay Lewis	97
49. Cary Tanner	95
50. Dick Jenkins	94
51. Phil McDonald	94
52. Nate Ezell	91
53. Dan Daigh	90
54. Gregory Mitchell	87
55. Rich Kouns	85
56. Kay Kanaki	81
57. James B. Walson Jr.	81
58. Diane Connolly	80
59. Doug Mason	80
60. Toby Stanford	80
61. Dan White	80
62. Rick Hutchins	77
63. Tom Flynn	75
64. Gary K. Collins	72
65. Danny E. Horton	72
66. Tom Avoian	71
67. Jeff Sexton	70
68. Kenneth M. Brewster	66
69. Chet Burt	65
70. Tad Willis	65
71. Doug Yerkes	60
72. Don Dobbins	60
73. Vic Hannon	60
74. Wm. D. Bartels	57
75. Steve Young	57
76. Roy L. Addington	53
77. Jerry McDaniel	52
78. Larry D. Thompson	52
79. Rodney Parson	52
80. Ed. J. Steffen	51
81. Gary Johnson	50
82. Mark C. Reichert	50
83. John Sperry	50
84. Randall Hoggard	47
85. Ron Bell	45
86. Larry Gino	45
87. Dennis Voll	45
88. Rickey M. Aguirre	44
89. Ted Judge	44
90. Jerry Hase	43
91. Jack Vaughn	40
92. David L. Riley	39
93. Randy Conner	35
94. Anthony L. Dell	35
95. Kevin K. Dwyer	35
96. Kevin McArthur	35
97. Craig L. Johnson	31
98. Gary Anderson	30
99. Arthur Close	30
100. Brad Dugan	30
101. Juli Schamel	30
102. Dennis Junder	28
103. A. S. Basile	27
104. Larry Bean	24
105. Peter Nicastro Jr.	22
106. Skip Gallagher	21
107. Robert Greenstreet	21
108. Pat McDonald	21
109. Dan McWhorter	21
110. Jim Nickell	21
111. Steve Partridge	21
112. Jack Perkins	21
113. Keith Tennis	21
114. Tony Bugarin	19
115. Clair Hurley	19
116. Tom Jarnagan	19
117. Frank E. Schnetz	19
118. Frank Robertson	18
119. Richard Denahm	17
120. Bill Hosford	17
121. David J. New	17
122. Mark Revels	17
123. Don Williams	17
124. Frank Eggers	16
125. Wm. G. Barrett	15
126. Richard S. Gino	15
127. Patti Harker	15
128. Gary Kauffeld	15
129. Jeff Overley	15
130. Larry D. Taylor	15
131. Bob Mills	11
132. Norman Blake	10
133. Larry Bryant	10
134. John Cornett	10
135. Daniel E. Jones	10
136. Dale Lundberg	10
137. Frank B. Ridlon Jr.	10
138. Donald A. Smith	10
139. Dan Corbett	9
140. Skip Cristy	9
141. Jess James Jr.	9
142. Robert Stribling	9
143. Gordon Battencourt	8
144. Wally Luce	8
145. Lanny E. North	8
146. Tom Kemmer	7
147. Wm. Lail Jr.	7
148. Paul A. Nicholson	7
149. Nate Sciacqua	7
150. Gary G. Woods	7
151. Tony Ellard	6
152. Tony Herrera	6
153. Gary D. Kanka	6
154. Steve Wybenga	6
155. Steve Jones	5
156. Les McLarty	5
157. James A. New	5
158. Mike Smith	5
159. Tim Willis	5
160. Bill Ceruera	4
161. B. J. Hayden	4
162. Richard Musser	4
163. Kenneth L. Neal	4
164. Mike Penhall	4
165. Dan J. Spaethe	4
166. Ernest H. Carter	3
167. Ken Parker	2
168. Robert D. Whalen	2
169. Stan Williams	1
170. Don Woffle	1
171. Dennis Yuricek	1

(Continued from page 2)

SAT. & SUN., OCT. 2 & 3

GRAND PRIX, Four Aces. Willow Springs, Ca. $8.25 mail, no post. D-37 pts. Sat. Nov. & PP; Sun. Hwt Nov. & all Am, Ex, sidehacks. 27248 Walnut Springs, Saugus, Ca. 91350. 213/881-2288, 805/252-9344.

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi E of Lancaster, Ca., on Ave. J. 10 am. 213/367-2907.

SUNDAY, OCT. 3

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

ENDURO, CERA. Limed from Lucerne Valley, Ca. $8 entry, $10 non-members. Teams add $1 per rider. 2 SASE to Box 2102, Cypress, CA 90603.

CMC MX, El Toro (Ca.) Spdwy. $5 post (9/28), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

TT SCRAMBLES, Richmond Ramblers. Vallejo (Ca.) Spdwy. Noon. $2 ride/watch. 'C' trac.

AMA NATIONAL CHAMPIONSHIP HALF-MILE, Mar-Car, Inc. Fairgrounds Spdwy, Oklahoma City, Ok. 20 laps.

AMA NATIONAL CHAMPIONSHIP ENDURO, Lynnville, Ind. Box 188, Owensboro, Ky. 42301.

RACES, Orange Cycle City Park, Orange, Texas. 2 pm. $2.50 entry. 713/745-1385.

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina St., Suite 312, Anaheim, CA 92805. 714/774-3ACA. CANCELLED

ALL-JUNIOR MX, ACE. Indian Dunes, Valencia, Ca. 9:30 am. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

MX, SRA. Cal State Frgnds, Cal Expo, Sacramento, Ca. 10:30 am. $2 gate, $3 entry. 916/483-4672.

HARE & HOUND, Desert People. 100 mi. championships. Limed from Seachlight, Nev. $500 purse. $5 entry. Camping. 702/451-5077.

CMC MX, Saddleback Park, Ca. $5 mail (9/14), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

TUESDAY, OCTOBER 5

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

WEDNESDAY, OCTOBER 6

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. 213/793-1558.

THURSDAY, OCTOBER 7

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

FRIDAY, OCTOBER 8

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9701.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

PRO SHORT TRACK, Fremont (Ca.) Raceway. $600 or 40%. 415/322-1514.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

SATURDAY, OCTOBER 9

TT, Elsinore (Ca.) Rcwy. 7:30 pm. Off Hwy 71.

NIGHT SCRAMBLES, Fremont (Ca.) Raceway. 415/322-1514.

SHORT TRACK, Monterey Bay Rams. Monterey (Ca.) Frgnds. Series.

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S of Chico, Ca. 8:30 pm. $2 ride/watch. 916/342-9302.

SUNDAY, OCTOBER 10

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

MX, Boosters. Rough Riders Park, Simi, Ca. $4 mail (10/16), $6 post. 10:30 am. 13902 Hamlin St., Van Nuys, CA 91401. Silencers, D-37 pts.

ENGLISH TRIALS, SDTR. State Championships. Barona, Ca. $4 entry. Camping. 10 am. Limed from 11th St. in Ramona. 714/278-3466.

SRA HARE SCRAMBLES, Limed 7 mi N of Adelanto, Ca., on Hwy 395. 8 am. 213/370-8234, 714/735-4641.

RACES, Orange Cycle City Park, Orange, Texas. 2 pm. $2.50 entry. 713/745-1385.

TT SCRAMBLES, Far West. Redwood Acres, Ca. D-36 pts. 1 pm. Box 789, Eureka, CA 95501. 707/442-9595.

CMC MX, Carlsbad (Ca.) Rcwy. $5 mail (10/5), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

AMA NATIONAL CHAMPIONSHIP ENDURO, Wassuk Scramblers. 100 miles. Box 872, Hawthorne, Nev. 89415.

MX, Lompoc Slo-Pokes. Spillway Park nr Santa Maria, Ca., Junc. 166 at Broadway. D-35 pts. 10 am. $3.50 post, $1.50 gate. Camping. 805/736-6362, 735-1177.

MINIS, SCMB&KA. Saddleback Park, Ca. 10 am. $2 gate, $2.50/class, $4 non-members. Box 1455, Huntington Beach, Ca. 92647. 714/548-0269, 646-6025.

MX, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

PNTA TRIALS, Mill Creek, Walla Walla, Wash. Box 131, Weston, OR 97886.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W of Anderson, Ca. 1 pm. $2 ride/watch. 'C' trac. 916/365-7753, 365-1709.

ACE MX, Indian Dunes, Valencia, Ca. Team match race, too. $500 to Srs. $5 mail, $8 post. 9:30 am. Box 174, Newhall, CA 91321. 805/259-8007.

MX, Oak Creek Ranch. 10 mi W of Mojave, Ca. on Tehachapi Willow Springs Rd. 10 am. $2 gate, $3 race. Cash to Srs.

TUESDAY, OCTOBER 12

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca., 6 pm. $3 post, $1 gate. 213/862-0229.

WEDNESDAY, OCTOBER 13

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. 213/793-1558.

THURSDAY, OCTOBER 14

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

FRI.-SAT., SUN., OCTOBER 15-17

CUSTOM AUTORAMA, MOTORCYCLE AND HOT TODDY SHOW, Long Beach Arena, Long Beach, Ca. Info: Box 400, Maywood, CA 90270. 213/588-1934, 588-4551.

FRIDAY, OCTOBER 15

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' Trac. 707/644-0741.

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

SATURDAY, OCTOBER 16

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S of Chico, Ca. 8:30 pm. $2 ride/watch. 916/342-9302.

PRO ½-MILE, Corona (Ca.) Rcwy. Pacific Coast Championship. 8 pm. 714/735-1705.

Old Timers
Show the young dudes what you're made of
Moto-X Sept. 26
OAK CREEK

EUROPEAN SCRAMBLES
Hi-Desert Racing Assn.
DEADMAN'S POINT
Sept. 26
5 miles N. of Adelanto. Limed from Hwys. 395 & 15. $4 Post — Sign 7 am — Race 9 am. Info: (714) 247-7473, evenings.

Desert People M.C.
OCT. 3
START
9:30 am
$5 Entry
100 Mile
Hare & Hound
Championship
Las Vegas, Nevada
$500 PURSE
$200 to win
(remainder distributed among classes)
Limed from Searchlight, Nevada
camping & refreshments
Finisher Pins & Trophies
$25 for biggest club entry
SPECIAL AWARD FOR SILENT BIKE WINNERS
Information: Pat Friel (702) 451-5077

The Foothill Hawks MC.
PRESENTS...

125 MILE NATIONAL
JACKASS ENDURO
SUNDAY, NOVEMBER 7
1st rider leaves 7:01 am
Start, noon check and finish at same location
*Limited entry * Drawing for start position *
Silencers mandatory * Point run * All classes *
6 riders per minute * Follow up crew *
Limed from Red Mountain on Highway 395
Ride the trails of the legendary, "single blanket Jackass prospectors". This adventurous run through the historic and beautiful vastness of the RAND MTS & SUMMIT DIGGINS has become an unforgettable classic to those who have ridden past events.
Entry fee: $7.00 mail; $10.00 post; Teams $1.00 extra per rider (3 riders per team). No refunds or transfers. Mail entries open Sept. 16, close Oct. 16. Mail to: Nick Pomo, 224 S. Spruce Ave., Montebello, Ca. 90640. Info: (213) 728-5764.

Every Thursday Night
Motocross
under the lights
ASCOT PARK
Cash for Ex. — Trophies Inter. & Jr.
$5.00 post — CMC Lic. Req. — 3 Readable No. Plates
Gates open 4:30 p.m. — 1st Race 7:30
Entries close 6:30 PM
Gen. Add: $2.95
Jr. (12-17) 1.50
Kinds (8-12) .50
Under 8 Free
With this ad 50¢ discount
P.O. Box 1402, Costa Mesa 92626

SADDLEBACK park
Open 7 days 8-5 (714) 639-5832

NOISE: The sound that kills the sight.

ROUGH RIDER CYCLE PARK
September —
No races
Family Fun & Motocross Practice
Open Sat., Sun. & Holidays only
from 8 am until sunset
until further notice
5131 Tapo Canyon Road
Simi Valley, Ca. 93063
Mail: P.O. Box 1132, Ventura, Ca. 93001
* mail entry

OSTEEN'S Bike Park in POMONA
Now Over 400 Acres
New Hours
Weekdays 9 to 6:30
Weekends & Holidays 8 to 6:30
Admission: $1.50 per motorcycle & Mini Cycle. $1.00 Per Mini Bike. .50 Per person + 10% tax
ACA MX — 3rd Sunday of every month.
Release forms required
for info. write 610 Cherry St., Brea, Ca. 92621
Directions: 2 min. off Pomona Frwy at Dudley exit

AMXT WRAP-UP

Project '71 Nears End

Although it didn't count toward world points, the Swiss GP at Winterthur included a number of top line factory entries from the big motocross countries. After a long siege of rain, the green track looked inviting in the sun and drew a crowd of 32,000. Both Barry and I had our problems with 38 riders to contend with. I got sandwiched out in the first corner the first leg and had to push off at the tail end. I rode hard to place 14th after colliding twice with tail runners. Higgins on a borrowed bike (Maico) got a good start and held to it for a fine eighth place.

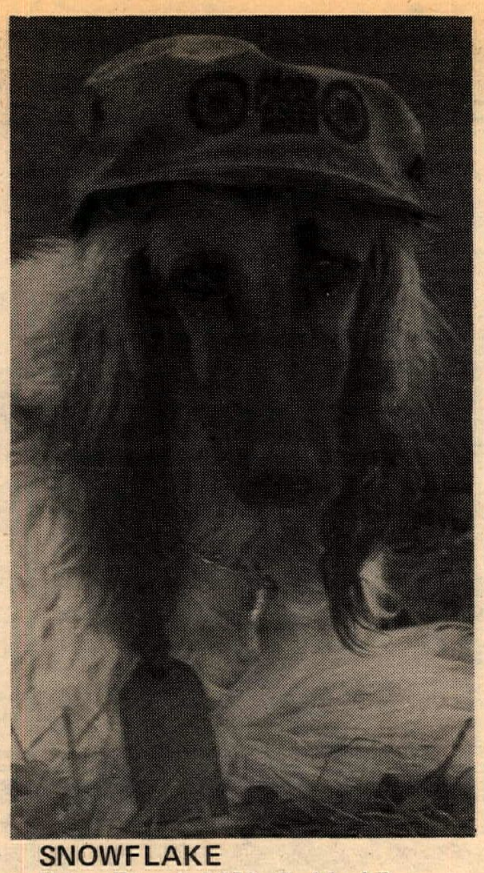
Second leg was my turn for a good sixth place start off the line. It looked like I would be able to finish right up there until I wiped out my brake lever on a tire marker and settled into eighth. Meanwhile, Higgins was busy working up through the ranks. He had just reached the top ten when one of the Swedes crashed into him in a corner and sent him down off the track into a deep ravine. It took four people to haul out the bike. The only final result we came up with was my 10th overall. Bauer won for the day followed by Torsten Hallman and Bengt Arne Bonn.

The next week we shifted only 40 miles to an international event at Schupfart. This track is an ideal motocross circuit — no rocks, just smooth, sweeping hills. I came through with a third the first moto behind the Swiss national champion Walter Kalberer and Germany's Christoph Specht. The next two motos were more difficult because of bad starts. While working up I slipped out twice and had to repass six riders. Both times I finished eighth. This gave me a seventh overall. Barry had similar start problems and wound up 14th and ninth the first two motos. The third round just before the start the CZ refused to turn over. Other riders rode off, and it was three laps before Barry got rolling. With such bad luck, he still got in there and rode for all he was worth. Kalberer took top position.

The tragedy occurred as we were forging our way back to France for the MotoCross des Nations. It is a difficult life over here. The road is longer and harder than we are willing to realize. Snowflake lapsed into a coma and died in the back seat of the car before we could get medical assistance. The next day the vet told us it was something she had eaten containing the microbe clostridium septicum, a bacteria that simply was not on the list for vaccinations in America.

AMXT Project 1971 is almost complete. We'll be doing the MotoCross des Nations to wind it up this Sunday, then head back to the States for the Inter-Am series. Plans for Project 1971 are already under way. When the winter passes and spring time comes around again, we'll be moving back to Europe, forever a bigger AMXT — and Snowflake will be waiting for us.

—AMXT Manager
Bryan Kenney



SNOWFLAKE
Born: Dec. 1, 1970—Carlsbad Raceway
Died: Sept. 6, 1971—LeMans, France

The AMA National Championship Race finally resumes after a long layoff Saturday night at Ascot Park in Gardena, Calif., with a 20-Lap Half-Mile National. Top contenders expected include the two pictured here: Gene Romero and Dick Mann. Both are in hot pursuit of the No. 1 plates and Mann currently has the better shot. Not to be counted out is Jim Rice, presently in third place in the Point Standings. With just four Nationals remaining on the National Calendar, each one becomes more and more important and Saturday's race may reduce the total of those in contention for the National Championship to just three. Time trials begin at 7 p.m. with the first heat beginning at 8:10. Contact Ascot Park, 213/323-9710, for ticket details.

Flagman's Day at Oak Creek

MOJAVE, CAL., Sept. 12, 1971 — The mountainous circuit took a deep breath and let out some clear warm air, somewhere in the high 80's. The 100cc Juniors revved away at the start line, determined to pollute this air. Les noticied over his shoulder the water truck had just eased off the course. Not only being the start but sort of an ecology buff, Les sauntered over and waved the green flag. The noise grew to a crescendo and people scrambled out of their vans and trucks to catch that first turn. In the midst of all this, the uninterested scurried off to the safety of their holes — horned toads and kangaroo mice just don't dig motocross.

Cheryl Acres, the cute Powder Puffer from Santa Barbara, was thrown in with the boys in the 100 Jr. class. Cheryl rode her little DKW so hard she collapsed the front wheel, so the boys lucked out again. Larry Kreie out on one of the new 100cc Pentons dominated the class for the zillionth time.

The 250 Jr. and Open Jrs. were combined. Steve Casagrande, the Maico whiz from Lancaster, jumped into the lead in each moto and that's where he stayed, winning the Open class. Right on the rear wheel of Steve's Maico was the day's dark horse, Oak Creek's Bill Decker. Bill usually assumes the job of flagman, but today he decided to climb aboard his Yamaha and see if the track is really greener on the other side. Decker not only decked all the 250s, but held down second spot in the Open class.

Tracy Oswell, last month's double second-place winner finally, has the circuit wired. Oswell dialed his Rickman for high current and really smoked.

Next race: Sept. 26.

(Results on page 14)

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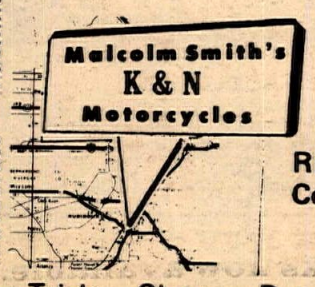

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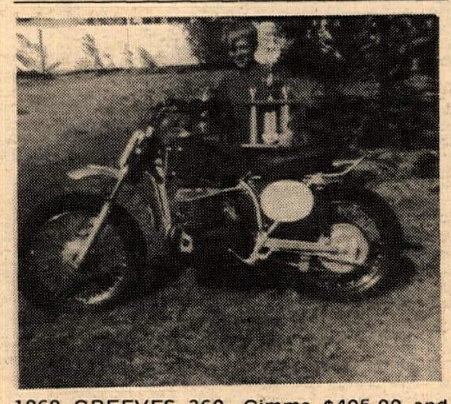

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'70 NORTON COMMANDO 750cc. 1300 mi., xlnt. cond., $1150. J. Jeffery (213) 427-8694.

LATE '70 BULTACO PurSang, originally bought January '71, 19" front wheel, skid plate, P. Petty fender, Filtron, $650 or trade for Van, Yamaha 250 Enduro. Make offer. (213) 427-0848.

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1971 KAWASAKI 175cc ENDURO. High compression head, Preston Petty fender, fast, reliable, sacrifice!! Must sell, $495.00. Phone (714) 522-6044.

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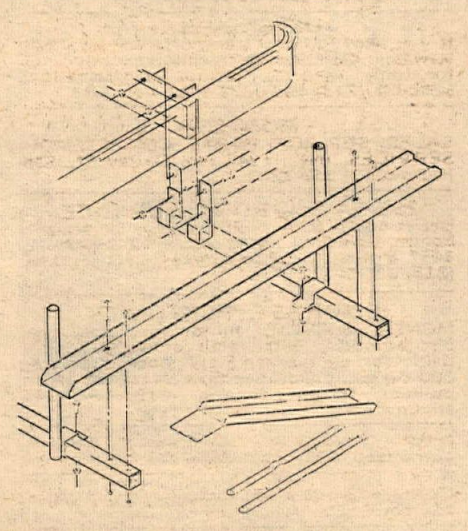

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"Less Sound — More Ground" poster ("No Trespassing, No Damn Noisy Motorcycles") — 50¢ each. Write to above address.

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MECHANIC — HONDA experienced only. Norm Best Motors, 8641 Commonwealth, Buena Park. (714) 521-3642.

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Excellent opportunity in one of Orange County's largest Honda dealerships. Only experienced with references need apply. Salary open. Company benefits. Contact Mr. Jackson, Honda Santa Ana, 301 W. Warner, Santa Ana, Calif.

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NEW 500 JAWA Speedway, 1971 with spare parts. 1340 N. Hacienda Blvd., La Puente, Calif.

want ads

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Kawasaki — Husqvarna. Experienced only need apply. Salary plus. North San Fernando Valley area. Send resume to Cycle News, P.O. Box 498 W, Long Beach, Ca. 90801.

POSITION WANTED
Parts Salesman desires job in San Joaquin Valley area for multi-line volume M/C prts. & asso. wholesaler. Reply to Cycle News, Box 498X, Long Beach, Ca. 90801.

SCHOOL TRANSPORTATION
Kawasaki 90, G3 TR, 1970 — low miles, well kept, used only for school transportation. If you need low cost, dependable transportation, $250.00. Call (213) 429-6228 after 4 pm.

'71 HARLEY BAJA, all kinds of goodies, sacrifice, $525. (714) 540-3157.

'71 CZ 250, yellow, excellent, extras, must sell, make offer. (213) 287-3733.

WILL BUY leathers, 34 inch waist. Call (213) 479-1186 days.

FREE ACTION PICTURES
Send for free race pictures of you and your bike. Crollacraft, 17113 Gard Ave., Artesia, Calif. 90701.

'68 YAMAHA 100 — Rework Mavricks, fork brace, chamber, bars, new magneto, A-1 condition, dependable, extras. Call after 5:00 (213) 324-9625.

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Engine, 1970, $350.00. 1401 W. Anaheim. (213) 437-4797.

BIKE HAULER
'63 Nova with back cut out, $150.00. (213) 437-4797.

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of Cycle News East (the eastern states Cycle News). Send 25¢ in coin or stamps to Cycle News East, 37317 Detroit Rd., Avon, Ohio 44011.

WANTED
Professional 2-stroke mechanic. Small shop on outskirts of San Fernando Valley. Paid vacations & holidays. Salary open. Send resume to Cycle News, Box 498T, Long Beach, Ca. 90801.

YAMAHA/HUSKY mechanic wanted, only qualified need apply. (213) 691-8716 or (714) 525-6200.

RACERS' SPECIAL — 1971 Bultacos in stock. 175cc Sherpa TT, $670.50 delivered. 200 Sherpa and 250 PurSang TT's at super sale prices. Yamaha of Pomona, 546 W. Holt, Pomona, Ca. (714) 622-1288.

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If you need low cost transportation, try 1970 Kawasaki G3 TR with low mileage, well cared for, only used for school transportation, $250.00. (213) 429-6228 after 4 pm.

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WANTED: CUSTOM MECHANIC
Mechanic to do CUSTOM work. Top pay, commission program, paid vacation, insurance program. Call Rick Talbot at Los Angeles Harley-Davidson (213) 749-6235.

WANTED BAJA RIDERS
Five additional riders needed for the 100cc BAJA Racing Team. Riders will receive special price on bike, discount on all parts, free Baja shirts. $1,000 in gift certificates to all winners. See or call Rick Talbot, Racing Manager, L.A. Harley-Davidson. (213) 749-6235.

KAWASAKI — new '71 250 MX, 21" front, Hatta forks, 34 hp, 220 lbs. Ready to race. Reg. $895.00, now $795.00. Will trade for building remodeling or sign work. Hollywood Cycle Center. (213) 466-6355.

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ATTENTION BUILDING CONTRACTORS
Kawasaki 250 Greenstreak, rebuilt engine, 21" Akront front, 30 hp, 215 lbs., $450.00 or trade for building remodeling or sign work. Hollywood Cycle Center. (213) 466-6355.

'58 CHOPPER, Harley, pan head, $950.00. (714) 892-9737. Ask for Louie.

NORTON SPECIALIST
Call George Gjanivich service manager, Orange County West. (714) 531-9984.

MOTO GUZZI
Sales, Service, Parts — Orange County Honda, 1630 W. Chapman, Orange, Ca. (714) 633-7344 (7 days).

TRITON, 1969 TRIUMPH Bonneville engine, Norton featherbed frame, Commando front end, $1295.00 or best offer delivers it anywhere in the country. (213) 780-1768.

ROAD RACERS: 100cc Yamaha, fairing, new engine, $200. 125cc Ducati, $225. Consider trades. (213) 886-9432.

MONTESA COTA TRIALS. Late '70 model bought new in '71½. Under 200 miles, like new condition, $475. (213) 648-1492 Redondo Beach.

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ONTARIO RIDE WANTED
AMA Junior needs ride for Ontario big &/or small bike race, Oct. 15-16. Will share expenses. Ed Ford, (714) 281-9789. 4181 Wilson, San Diego, 92104.

FOR SALE: Maico 360 late '69, never raced, $650. Greeves 360 late '69, Cerianis, never raced, $550. (213) 532-4828.

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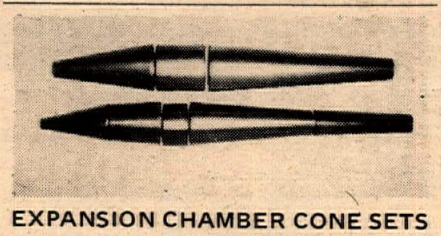
of Dixie Cycle News (Southern state Cycle News). Send 25¢ in coin or stamps to Dixie Cycle News, 4190 1st Ave., Tucker, Ga. 30084.

WANTED — Harley-Davidson Mechanic. 40 Hr. Week, Paid Vacation & Holidays, Good Salary & working conditions. Dan's Harley-Davidson, 729 North Wilson Way, Stockton, Calif. 95205. (209) 464-4222.



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Service Manager with sales ability. 5 days per week. Wages to match ability. Phone: (213) 331-9651, Mr. Malchow. Yamaha Speed Center, Inc., 444 N. Barranca Ave., Covina, Ca 91722.

1971 SUZUKI SAVAGE 250. 2 mo. old, immaculate. (213) 422-2476 after five p.m. $650.

'69 250 KAWASAKI GREENSTREAK, $250. Motocross ready. (213) 422-2476 after 5 p.m.

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We want Suzuki riders! 125 MX and 250 MX models available. Triumph Suzuki Motors, 1049 W. Mission, Pomona, (714) 629-8642.

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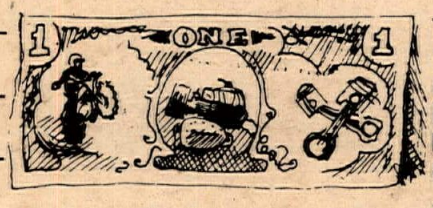

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13th ANNUAL DIRT DIGGERS GRAND PRIX

& 6th INTERNATIONAL MOTOCROSS

SAT. NOV.13 **SUN. NOV.14**

HOPETOWN, CALIF.

Mail entry only — opens Oct. 1 am and closes midnight Oct. 29. Entries in all classes limited. Postmark determines starting position. Starting position will be determined from random drawing of all entries received postmarked Oct. 1 am, next Oct. 1 pm, next Oct. 2 am, etc. Last year we returned over 500 entries. Get your entry in early!

*All women riders must ride Powder Puff class.

*Another 1st! Old Timers event Sun., Nov. 14. (You must be male and 40 yrs. old or older.)

*Official D.D.M.C. entry forms only

*AMA Dist. 37 point event scrambles, desert, moto-x

*Novices must state experience

Out of state riders write for additional info.

$2500 pro purse for 6th Annual International Motocross Exhibition to be held on Nov. 14 in conjunction with Grand Prix event.

30 pro riders will be selected from all entries for this event by the D.D.M.C. 1st pl. $1000.00; event will be comprised of 3 motos. Entry fee $20.00. Mail entry only.

Mail to: D.D.M.C.
International Exhibition
32206 W. Ave. "E"
Yucaipa, Calif. 92399
(714) PY 7-0913

Official Dirt Digger entry blanks only will be accepted.
Mail entry only, opening Oct. 1 am and closing midnight Oct. 29, 1971
Fee $10.00, all classes, limited entries, Novice quote experience
$100 Post entry

Mail to:
0-250cc All classes & Powder Puff
D.D.M.C.
12221 York Ave., Apt. B
Hawthorne, Ca. 90250
(213) 644-0965, 7 — 10 pm only

251-Open (all classes) Sidehack & Old Timers
D.D.M.C.
% Jim Peterson
32206 W. Ave. "E"
Yucaipa, Ca. 92399
(714) PY 70913, 7-10 pm only

DIRTDIGGERS 13th ANNUAL GRAND PRIX & 6th INTERNATIONAL MOTO CROSS

NOV. 13

Dirt Diggers M.C.

OFFICIAL ENTRY BLANK

This column for office use only.

Assigned number for this event

DATE_____

A seperate form must be submitted for each class entered. This form must be completely, clearly, and corectly filled out, and the release signed, prior to competing.

NAME_____ AGE*_____

ADDRESS_____ CITY_____ STATE_____
STREET zip_____

PHONE NO._____ CLUB_____

MAKE OF MACHINE_____ CLASS_____

CV. IN. OR CC_____ ENG NO._____

RIDING OR SIDEHACK PASSENGERS NAME_____

AFFILIATION: AMA___ AFM___ FIM___ OTHER_____ AMA NO._____

RIDING NO._____ AM___ EX___ NOV___ PRO___

SPORTSMAN	PROFESSIONAL
SCRAMBLES___	CLASS A ___
DESERT___	CLASS C ___
MOTO CROSS___	MOTO CROSS___

SPONSORED BY_____

PREVIOUS EXPERIENCE_____

* If under 21 years, parent or guardian's permission and/or consent by signature, must appear where indicated.

DO NOT WRITE BEYOND THIS LINE

Sportsman ____
Pro ____
Am ____
Ex ____
Nov ____

Assigned class

Start day

Start time

Position no.

Row no.

The undersigned entrant and/or his legal guardian by affixing his signature below, acknowledges that he has read the general rules and regulations issued for this event, and those of the governing or sanctioning body, and agrees to be bound by them. In consideration of the acceptance of this entry or of my being permitted to take part in this event, I or myself, my heirs executors, administrators, successors, and assigns agree to save harmless and keep indemnified sponsors of this event, their respective officials, servants, agents, lessees, local management, entrants, and track owners from and against all actions, claims, costs, and expenses and demands in respect of death, injury, loss of, or damage to, my passenger, my mechanic, or property howsoever caused, arising in or out of or in connection with my entry or my taking part in this event, and not withstanding that the same may have been contributed to or occasioned by the negligence of the said bodys, their agents, officials, servants, owners, lessees, entrants, or representatives. I declare that the driver or operator, or participant possesses the standard of competence necessary and is physically fit for an event of the type to which this entry relates, and that the vehicle and/or motorcycle entered is suitable for the event. The undersigned does hereby certify that he is a duly qualified amateur, expert, or novice class operator rider having been so qualified by a competent organization. It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.

PLEASE SIGN!!

I have read all the rules and regulations and statments printed above, and fully understand each and every item contained in this entry application.
Date_____
signature of entrant_____

If entrant is under 21, parent or guardian must sign here acknowledging his or her consent to the above terms of entry. _____